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## Comment Of The Day

**Before Crossing Our Bridges...**

WITHIN two months, the Government placed on an area of land in Morrison Hill in connection with the harbour bridge scheme is due to terminate. And as Government has indicated clearly that it plans to take no part in financing such an edifice, logically the next move must come from the promoters, represented by Mr Allport of Harriman Realty.

There are still several outstanding "ifs". The results of a hydrographic survey are awaited, and sooner or later a serious report on technical feasibility will be needed. There are still persistent doubts about a bridge's ability to withstand a "direct hit" from a big typhoon, such as the one which ravaged the Colony 22 years ago. Another important consideration is finance. Only when the answers to all these questions are available will Hongkong know whether or not a bridge is possible.

IN the meantime Government is pressing on with a second vehicular ferry terminal to be in operation by 1961. One thing is certain: this second service is unlikely to solve the problem and Hongkong will almost certainly be looking for a more effective form of cross-harbour communication, if not by 1961, then certainly in the years after.

It is therefore up to Government either to encourage those who propose to build such a valuable facility as a bridge, or to work out its own proposals to meet this problem. There is Mr Ken Watson's casework project to be investigated for example and from many standpoints it seems the most reasonable project suggested. Commissions of inquiry are in vogue at the moment. Before crossing our bridges, might it not be more sensible to submit this entire question to a competent body of experts?

## SEQUEL TO SHOOTING UP OF U.S. NAVY AIRCRAFT Plane Attack Protest

**"Attempted Murder Over High Seas"**

Washington, July 24. The United States lodged a sharp protest with the North Korean and Chinese Communist Volunteer Army to-day for the attack on a Navy patrol plane last month.

It described the attack as "attempted murder over the high seas."

The U.S. protest was relayed to the United Nations command at a special meeting of the Armistice Commission in Panmunjom. The Navy said last week an inquiry had determined that the two Russian-built MIG planes flew out of North Korea to attack the four-engine patrol plane over international waters and then returned behind to North Korean territory.

### Unprovoked

Maj. Gen. William Biddle, senior member of the U.N. team on the military armistice commission, delivered the protest. It culled the attack "illegal and unprovoked" and said there was no doubt the hostile action was "premeditated and intentional."

The protest said the U.S.

plane at no time was over Communist territory. It described the flight as a routine reconnaissance mission such as Soviet and North Korean aircraft carry out in the same area.

The United States warned that its planes will continue flights over international waters. The Communists, it said bluntly, will "have to bear the full consequences" of any future attack.

The United States plane, a four-engine Meteor, was attacked by the MIGs 78 miles east of Wonsan, North Korea, and 45 miles north-east of the nearest land shortly after noon on June 16.

Although the plane managed to return to Japan, its two starboard engines were put out of action and the controls damaged.

The protest note said that after the first attacks from the rear, the MIGs followed the Navy plane, down to 50 feet above the sea "and pressed home their belligerent attacks for approximately five minutes."

## Americans Withdraw 150 Books From Exhibition

Moscow, July 24. One hundred fifty of the 8,500 books on the American exhibition's literary stand have been withdrawn at the request of the Soviet authorities with the agreement of American exhibition officials. Unofficial American circles said today.

A note was reportedly sent to the American Ambassador in Moscow stating that if the books in question were not withdrawn, the Soviet authorities would take the necessary measures.

Books critical of the Soviet Union which were withdrawn, included "A History of Russia" by British historian, Sir Bernard Pares, "The Long March" by

French author, Simone de Beauvoir, "Friends and Enemies" by American Democratic Party leader, Adlai Stevenson, "Crusade in Asia" by Philippine Ambassador to the United States, Carlos Romulo, and "Korea Tomorrow" by Kyung Cho Chung. All the books are in English.—AFP.

### Not Kidnapped

Chicago, July 24. FBI agent Richard Auerbach said tonight that New Jersey debutante Jacqueline Gray Hart told her father she had not been kidnapped and did not know how she got from Newark, New Jersey, to Chicago.—UPI.

### Rowallan Satisfied

Manila, July 24. Lord Rowallan, Chief Scout of the British Commonwealth of Nations told President Carlos P. Garcia today he was "highly satisfied" with the Tenth Boy Scouts World Jamboree here.—UPI.

## MILESTONE FOR TIMOTHY



Separated Siamese twin Timothy Thackeray, stronger of the pair operated on in London in March, has reached a milestone in his development.

He can now sit up, unaided in his cot; and at 14 months he now weighs 26 lbs, only 3½ lb less than the twins' triplet brother Peter. The condition of the other twin, Jeremy, is less cheerful, but last weekend, as his parents were visiting the hospital (Mill End, St Alban's), he opened his eyes, stirred, and waved his hands, in much the

same way as Timothy when he passed the crisis point.

Both twins still have their heads (by which they were joined) covered in cotton wool and bandages, but at a later stage plastic surgery to cover the heads with new skin will remove the necessity for the coverings.

Photo shows happy family snapshot (taken by father Reginald Thackeray) in the grounds of Hill End Hospital. Mrs Thackeray holds Tim—keenly interested in the play of brothers Christopher, 2, and Peter.—London Express Photo.

## Plastic Glue To Mend Bones

Washington, July 24. The Army says it has an experimental plastic glue designed to repair broken bones and gets a patent on his test in two days.

The substance could prove vitally important to ground forces because 60 per cent of

combat casualties are bone fractures, the army said.

The plastic, a polyurethane polymer, is a foam which can bind broken bones together until bone cells grow through the substance. Natural bone eventually would replace the plastic.—UPI.

## Boac Starts 'Lollipop Specials' To Hongkong

London, July 24. British Overseas Airways have put on two extra "lollipop specials" to take children home from Britain to Singapore and Hongkong for school holidays.

The "lollipop specials" are Comet IVs equipped with soft drinks, games and books. The service—It is expected to fly 4,000 children altogether—will operate over the next few days.

On the return journey one Comet will take 70 aged or infirm people from Hongkong to Nice, Geneva and Brussels on behalf of the Danish Refugee Aid and Intergovernmental Committee on European Migration.—London Express Service.

One Comet bringing school children to Hongkong is due early on Monday morning.

## Fishing Boat Shelled Off Britain

London, July 24. The Newlyn fishing boat Lyonesse has reported being shelled by an unknown ship off the Cornish coast, the Admiralty said here tonight.

The complaint had been received by the naval authorities at Plymouth.

The Lyonesse reported her position as 35 miles from the Longships lighthouse, off Lands End.

A coastguard spokesman said: "I have made inquiries of the naval authorities in Plymouth and have asked them for details of any naval or air exercises in that area and whether or not likelihood action is required."

### No Damage

"They have informed me that they are investigating. Regarding lifeboat action, they have no knowledge of any damage at present and the Lyonesse was not hit."

Later on Admiralty spokesman said a few practice rounds had been fired by the British cruiser Belfast in the area.

The cruiser assumed the range was clear but some of the shells landed near the trawler, which had not been observed.

The spokesman added that the trawler would now be fully investigated.—Reuter.

## All Boeing-707 Landing Gears To Be Inspected

Washington, July 24. The Federal Aviation Agency (FAA) today ordered minute inspection of landing gears on all Boeing-707 jetliners in a move to halt the faulty gear incidents that have plagued the giant planes recently.

FAA also told the four airlines operating the big jets—American, Transworld, Pan-American and Continental—to install new hydraulic fluid pumps or modify the hydraulic systems in certain earlier models of the plane.

The latter order included the three 707s delivered to the Air Force for use by White House and other top government officials. Vice-President Nixon used one of these planes on his trip

to Moscow.

The inspection order affects all 707s—America's answer to Britain's Comet. FAA told the airlines that the inspection must be completed before each aircraft completes another 10 hours of flight.

If inspection shows impact dents on the landing gear track beam exceeding 0.005ths of an inch, FAA said, the beams must be replaced. The directive also requires continued inspection of landing gear components after every 60 hours of service.

Installation of new hydraulic pumps or modification of the present system on the earlier 707s must be completed by August 21, the FAA order said.—UPI.

## 'GIFT' SHIP WILL COST HONGKONG \$500,000

The Hongkong Government will have to spend half a million dollars on a new fishery research vessel it has just been given free, before the vessel can be brought to the Colony.

The Cape St Mary is to be taken over by Hongkong to help and new fishing grounds in deeper off-shore waters.

A Reuter cable from London said the Government of Hongkong applied for the vessel—sunk at a cost of \$24,500—as a free gift—in consideration of taking her over as she lies in British Guiana waters where she has been engaged in a trawling survey since 1957.

### OVERHAUL

In addition to the cost of overhaul of the vessel—estimated at \$30,000, or \$500,000—the Hongkong Government will also meet half the cost of any

routine repairs necessary for the ocean voyage.

The existing Hongkong fisheries research vessel, Alister Hardy was regarded as too small for the extended surveys which are to be made and a larger vessel of the type of Cape St Mary was required.

The British Treasury says "with the attainment of independence by the large colonial territories diminishing opportunities are foreseen for the further employment of the Cape St Mary."

"Hongkong is among the few remaining territories able to run a ship of this size and its needs for the vessel's services are pressing."—Reuter.

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## HIGHLIGHTS FROM THE SATURDAY MAIL FOREIGN AND COMMONWEALTH NEWS DESK

## Executive Had To Flee To The Beach

**Cannes.**  
LAS VEGAS hotel executive Jack Entratter fled to the beach last week from ringing phones and the onrushing voices of French lovelies on the other end of the wire.

"I have already said no to scores of them. I just don't have the heart to disappoint any others," Entratter said.

The tall, greying American became the man French models wanted most to be on the phone with when it got around that he was scouting the Paris fashion houses for girls for his stage show at Las Vegas Sands Hotel.

"Then it began," he said. "The phone in my room at the George V in Paris never stopped ringing. It was most distressing."

## HIS POLICY

Entratter took his dark sunglasses off, after making sure he was being paged for a phone call. There was distress in his eyes.

"I never go up to the girls and ask them if they want to dance in our show," he said. "I watch them, and then I pick them. But I let someone else do the asking and the explaining. It works out better that way."

Entratter's policy of maintaining a certain distance between himself and the showgirls came under assault soon after he took his wife Dorothy and their two daughters to a fashion show at Dior's in Paris. "While they were looking at the dresses I was looking at the girls," he said. "One of them was just right. I talked to the Dior management, and the girl said 'yes' right away."

To celebrate, Mrs. Entratter and the daughters—Carol, 20, and Michele, 16—bought themselves a Dior dress apiece.

They went to a few more fashion houses and lined up another girl.

When they got back to the hotel the panic was on.

"I tried to explain to all those French models who kept calling that I never talk to girls myself," Entratter recounted.

## EXPLAINED

"I tried to explain that all I wanted was about six European girls—two from France—and that I'd hired those two already."

"That was fine—when I could get the telephone operator to translate. But when I got one that didn't speak English—what then? It got so bad I was scared to pick up the phone."

This went on for a week. Entratter didn't want to tell the hotel not to ring his room. He and his womenfolk were in Europe for the first time, and there were friends calling.

Entratter took himself and his family off to Cannes. A day later the phone in his hotel room at Cannes began ringing too.

The only escape was the beach.

## GOOD IDEA

Entratter shook his head wonderingly. "It seemed like such a good idea, when I started out on this trip. One year all the girls in our show were from Texas. Another year from each state of the union."

"This year I thought I'd get two girls from Paris, two from London and two from Rome. Models are best for our type of show. Beautiful faces and bodies. No nudity. We teach them how to dance."

Entratter lined up two girls in London in quick order on route to Paris. He said he intends to stick to schedule and go on to Rome.

"This is a nice beach," he said. "They bring me my meals, give me messages. I can stay here in day. Don't have to go back to the hotel room until late at night. How are the beaches in Italy?"—UPI.

## Who Wants Speed?



Who wants speed? It's the way you do it that counts—and according to W. C. Beaks of London one good way of starting in the London to Paris air race was roller-skating through Hyde Park.

The race which was organised by the Daily Mail was to mark the 50th Anniversary of Blériot's flight across the Channel.—Central Press.

## 20-Year Battle All But Lost....

**London.**  
A 20-YEAR battle to preserve a miniature species of rose has been all but lost in Leighton Buzzard, Bedfordshire.

The rose is so small it can pass through the window of a house so fragrant it can dominate a whole room.

Its owners, the Misses Dorothy and Agnes Seddon, were left the "Baby Rose" by their father when he died in 1939.

He stipulated that they should prevent any cuttings falling into other hands—and his daughters faithfully obeyed his wishes.

## OFFERS

Ever since they have resisted tempting offers to commercialise the rose and have fought a constant battle against would-be thieves. But now the rose seems doomed to extinction.

Three months ago, the sisters moved from their cottage to a new bungalow a mile away and took their bushes with them.

All but four died and the others, boasting only eight buds between them, have not flowered.

Said Miss Dorothy Seddon: "It looks as though they are doomed."—China Mail Special.

## MARMALADE THIEF

**Walsall.**  
A quick fingered thief was in the jam. Police did not know his identity after successfully robbing 40 houses in this Staffordshire town.

But they did know one of his tastes: marmalade.

They said that on every robbery he helped himself to a snack.

He particularly favoured the sandwiches which trust his housewives had prepared for their husbands' lunches—and especially if the sandwiches were made of marmalade.—UPI.

## Convict Runs Off With Gaoler's Wife

**London.**  
The Daily Mail tells the unique story of a prison warden's wife who ran off with an ex-convict.

The Mail said Mrs. Audrey Sanderson, 23, mother of two baby sons and Eric Hovingham, 30, met and fell in love at the Bala River open prison, near the Scottish border.

Hovingham, a married man, was doing eight years for burglary. He was released recently. The newspaper quoted Donald Sanderson, 41, saying: "This could be the ruin of my career. I want her back."

Hovingham told a reporter in a Lancaster Hotel where he and Mrs. Sanderson were living:

"I suppose that it is a bit funny an ex-con should run off with a screw's wife."

"I hope to get a divorce from my wife, and if Audrey can get one, we shall get married."

## Passed Notes

Mrs. Sanderson, said the Mail, first met Hovingham at a camp show. He was a trusty—a prisoner granted special privileges.

"Eric was working on the projector and I was sitting near him. We got into conversation and that was the beginning of it all."

"I used to see him going to and from jobs on the camp and very soon we started passing notes."

"I don't think Donald will divorce me, but I don't think I will go back. I would love to have my babies with me, but I don't think that is possible."

Hovingham added: "I had a very good time at Bala River. I had a lot of freedom, and of course I had Audrey."

The Mail said Hovingham used to visit Mrs. Sanderson when her husband was away.

"Once he came back unexpectedly, but I managed to slip out without being seen."—UPI.

## Albert Hall Soloist May Go Back To The Corners

**London.**  
THE street corner musician who made good said he may go back to fiddling for pennies.

"I'm not too proud," Norman Bagge, 38, said.

Until recently Bagge played on his grubby violin to night time crowds in Leicester Square and Piccadilly Circus.

Royal College of Music, Prof. Anthony Hopkins heard Bagge one night and arranged for lessons. Last week the 18-year-old street musician gave a concert before about 4,000 persons in London's Albert Hall.

The audience cheered, the critics were pleased. "I was overwhelmed," Bagge said. But he said he hadn't altogether ruled the possibility of going back to his Leicester Square and Piccadilly concerts.

"I'm not too proud for that. I think some people enjoyed my music in the streets," he said.—UPI.

## Lost And Found: A Packet Of Sunshine

**London.**  
THIRTEEN-YEAR-OLD Londoner Teddy Butler has never had a proper holiday. "But this year I will," he told his parents.

So, with his heart set on spending sunny days in the countryside of South Wales, he took a paper round.

Beginning and saving for weeks, he collected the sum of £1 14s. 6d. in savings stamps and kept them carefully packed away in a little wallet.

But, last week, while travelling on a train from London to Canons Park, Teddy lost the wallet. It had slipped from his pocket during the journey.

**He fretted**  
A heartbroken Teddy retraced his steps without luck. He trotted about his loss, hardly spoke or ate.

Then a small packet arrived by post at Teddy's home in Harrow Road, Willesden. The packet contained his wallet—with the savings stamps still in it.

No note, no name—just a Wembley postmark.

Said Teddy's mother: "It makes you realise there are some wonderful people in the world after all."

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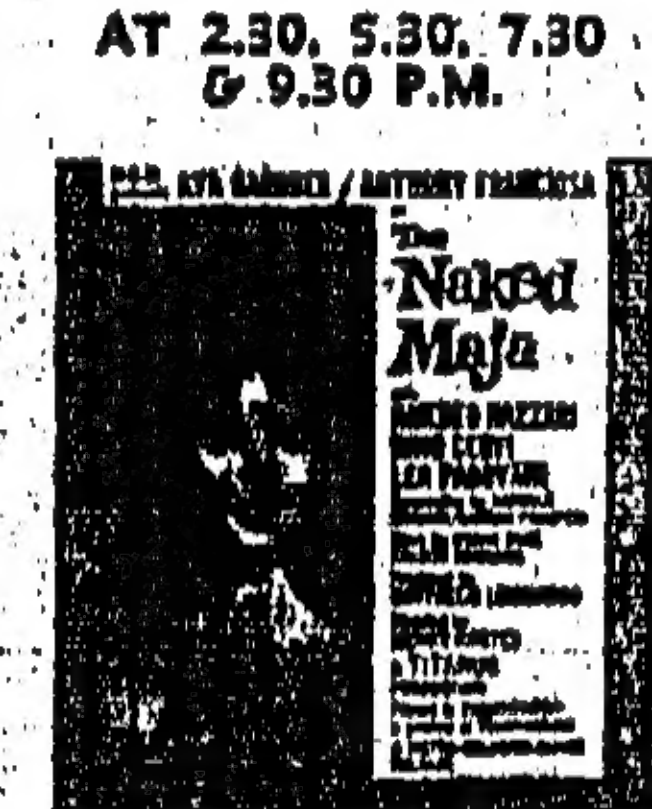
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## Bluebell &amp; Primrose Railroad May Chug Again

**London.**  
BRITAIN'S famed but defunct "Bluebell and Primrose Railroad" may chug again.

The Leves-East Grinstead Railway Preservation Society has accepted a price asked by the British Transport Commission for part of the defunct branch line railroad, whose last train toiled over its 21 miles of track two years ago.

The "Bluebell and Primrose" got its name because passengers said it ran so slowly they could lean from the coaches and pick bluebells and primroses along the way.

A meeting of the Preservation Society here accepted the price of £34,000 for 4½ miles of track, complete with stations, water towers, bridges and equipment on route.

## PROPOSAL

The Society's bank balance at the moment is £280 0s. It has until September to raise the rest of the money.

"This is proposed to do by 'selling' railway ties for £1. 1s. 6d. per foot for 25 of shares in a station, bridge or railway."

Each item of equipment "purchased" will be tagged with the donors' name.

Symbolically the Society has embossed its name on the whole 4½ miles of track, equip it with "genuine" engines and run weekend excursions with vintage cars.—UPI.

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# HOMESIDE PICTORIAL



ABOVE: Admiral of the Fleet Earl Mountbatten sits at his new desk in the Defence Ministry as Chief of Defence Staff, an appointment that has aroused much controversy.

★

RIGHT: Bombay-born, South African-bred, British-trained Juliet Prowse (this is her) has just been signed to play opposite Frank Sinatra in the scheduled film version of Cole Porter's Can-Can. Now 23, Juliet started out as a dancer with Anton Dolin's London Festival Ballet. She is 5ft 7ins, weighs 127½ lbs, measures 34-24-35, and is, says Sinatra, "a gasser... one of the greatest dancers I've ever seen."

★

BELOW: Another party of Vikings landed in Britain the other day—but after a 900-year lapse, their intentions were strictly peaceable. To present, in fact, "The Saga of Amlod" (a source play for Shakespeare's Hamlet) in the Kent resort town of Ramsgate. Among them—with the minor role of a steersman—was Denmark's Prince Christian, with one of the few beardless faces in the cast.



ABOVE: Princess Elizabeth was bored, left alone in her mother's fashionable Jermyn Street flat—until the six-year-old granddaughter of a Zulu chieftain saw a man across the road watering the flowers in his window-box. That gave her an idea. She put up the lock on the door of her room to keep the maid out, then filled a cup—and for five hours cascaded passers by with cups of water. For five hours because it took that long for the police to find that her mother was at the Law Courts talking to her mother. Meanwhile a crowd of about 50 was cheering each drenching. Her mother, Princess Alexandra Dinkulu came home at three—and announced: "Elizabeth will have a little spanking."

★ ★ ★

BELOW: Her Majesty Queen Elizabeth the Queen Mother chats with the High Commissioner for Canada, Mr George A. Drew, at a reception given for more than 100 Commonwealth educationists at the Senate House of London University. The educationists had assembled in London from nearly all parts of the Commonwealth in readiness for the Commonwealth Education Conference.



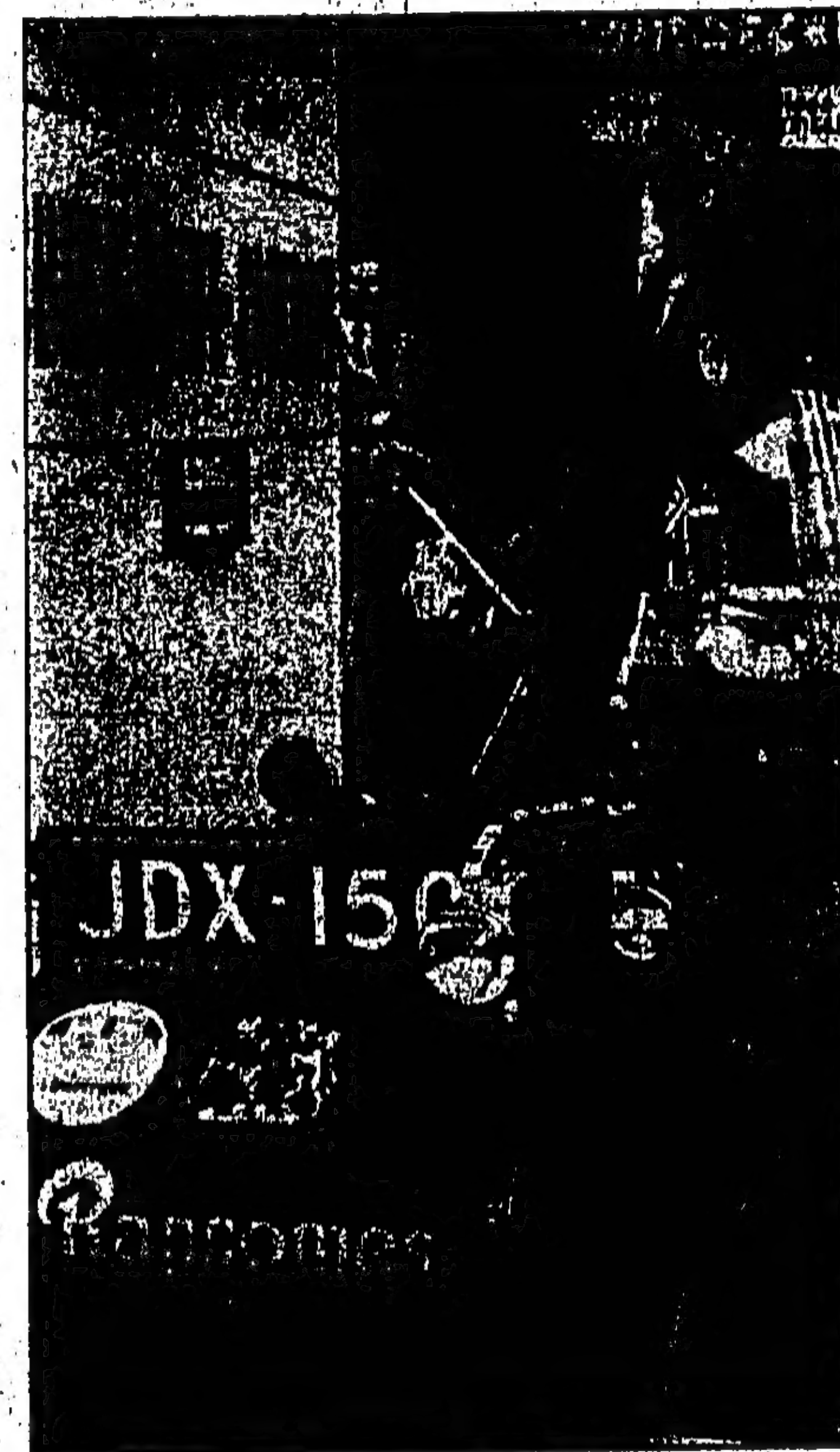
ABOVE: Two daughters sat chatting to their mother in London recently—after being separated for 15 years by the Iron Curtain. Widowed 64-year-old Mrs Louise Tatter arrived at London Airport after a 2,000-mile journey from Estonia, to be reunited with her daughters, Mrs Ali Elstrat, of Merton Park, and Mrs Anna Kolt—she flew in from Sweden for the occasion—who fled from Estonia when the Russians invaded in 1944. Picture shows: Mrs Ali Elstrat (left) and her widowed mother.

★

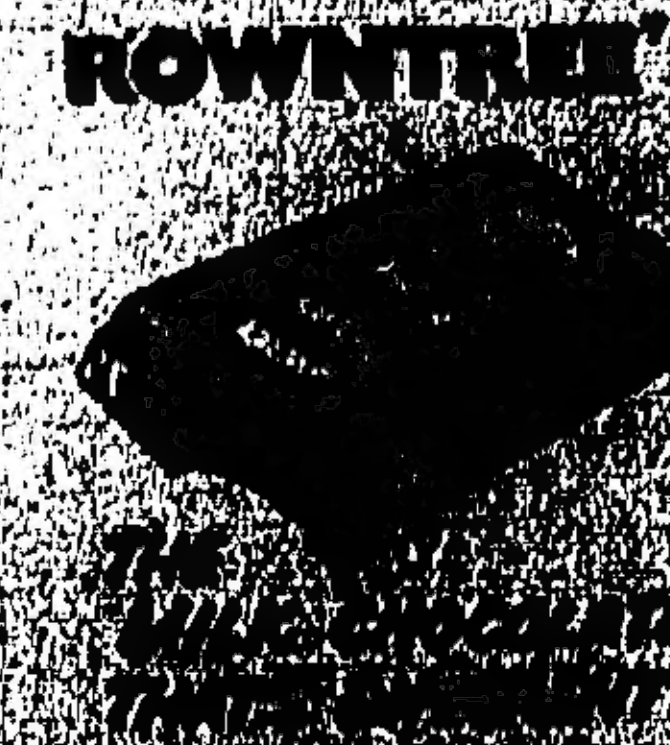
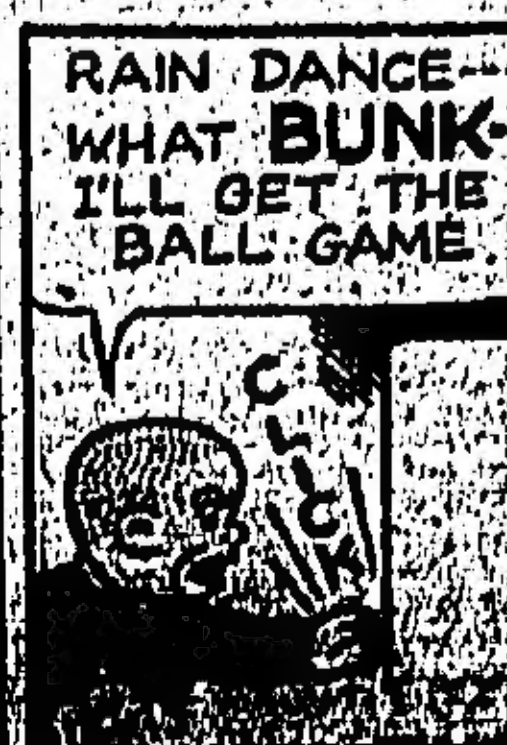
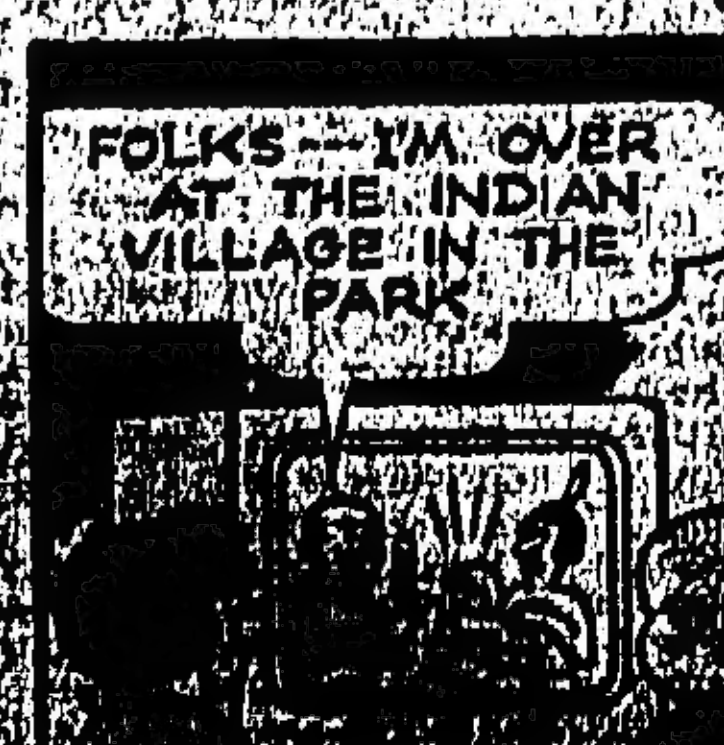
LEFT: An RAF squadron leader, Charles Maughan, won the London-Paris air race with a time of 40 minutes 44 seconds yesterday, using the now standard combination of motor-bike, helicopter and jet fighter—but the oddest crossing was made by technical college student Hugh Tansley. He used a Tiger Moth to fly from Croydon to Toussus—but travelled the rest of the way on a motor-mower. His time: 10 hours 48 minutes .08 seconds.

★

BELOW: Leaving the London Clinic the other day—the Duchess of Windsor after a minor cosmetic operation for the removal of a scar on her cheek caused by a shipboard accident last May. With her is the Duke, saying goodbyes to the matron. Later they caught the night boat-train from Victoria for Paris.



## NANCY



By Ernie Bushmiller







## COLLISION COURSE: AT LAST THE MEN IN CHARGE ON DISASTER NIGHT ARE FACE TO FACE...

## 'Captain, why did you not save the log-books?'

ON one side of the courtroom sat Third Officer Carstens in a shiny new uniform and a starched white collar. Despite his 26 years, he looked like an adolescent who wanted to bite his fingernails but did not dare. On the other side of the room was Captain Piero Calamai. He was in civilian clothes. His face had an unchanging, funeral expression. He supported his head by cupping his chin in the crook of his thumb and forefinger, resting his elbow on the arm of his chair.

Face to face, for the first time, were the two men on whom rested the main burden for the collision, two months before, of the Italian luxury liner Andrea Doria and the American-Swedish Line's graceful, yacht-like Stockholm. The Andrea Doria sank. The Stockholm had her bow smashed in. And 51 people died.

Now, in the courtroom in New York, was the time of reckoning, of explanation, and justification. Technically the proceedings were a "discovery"

by ALVIN MOSCOW

A preliminary establishment of facts before the full trial was held.

In the event, the "discovery" developed into a full-scale battle between the Italian Line and the American-Swedish Line. The Italian Line claimed £10,000,000 from the Swedish

Even after the liner Andrea Doria had plunged under the Atlantic waves, and the last rescue ship had left, the drama was not over. Now the scene switched to a panelled courtroom. No longer are the captains and officers on the bridge. They are in the witness-box to explain and defend what they did on the night a great ship died.

The case became a courtroom battle between the two attorneys for the Italian and Swedish companies, who, of course, had most at stake.

CHARLES S. HAIGHT, who represented the Swedish Line, was a tall, soft-spoken, confident man of impeccable manners whose dogged persistence in research and thorough questioning of witnesses was matched only by his extreme politeness in the courtroom. Representing the Italian Line, EUGENE UNDERWOOD was a



The vital document fell in pieces on the floor...

stocky, forceful lawyer whose life is more interested in the surrounding things than in the rapier wit.

## The crash

Perched briefly in the witness-box, Carstens, who had been the only officer on the bridge of the Stockholm at the time of the collision, waited to give his account of that night's events. Haight took him swiftly through the events leading up to the collision. Carstens described how he plotted the Doria's course on his radar until he first saw her mainmast lights, 1.8 to 1.9 miles away, 20 degrees to his left.

He ordered a turn to starboard to widen the passing distance. He went inside the wheelhouse to answer a telephone call, in which his crew's nearest lookout reported the lights. When he returned to the wing of the bridge, the other ship had cut across his bow. Seeing that the ships were about to collide, he ordered a hard starboard rudder and put the engine telegraph on FULL SPEED ASTERN. Then came the collision.

## No signal?

Haight concluded his direct examination, saying, "Thank you, Mr. Carstens. That is all the questions I have."

The young officer pushed himself up from the witness chair and had slipped halfway out of the witness-box when Special Master Rifkind, presiding the first day, commanded, "Stay where you are."

Carstens sank back into the chair, little realising then that he would be undergoing two full weeks of cross-examination by other, less friendly, lawyers. Eugene Underwood stood behind the second table in the front of the courtroom and stared at the young witness for a moment protracted in the silence of the courtroom. Carstens blinked but managed to meet the stare of the man facing him. The Italian Line attorney launched his cross-examination with an attack.

"It is correct that you did not sound any whistle signal before the collision?"

"Yes."

"No fog signal?"

"No."

"No passing signal?"

"No."

"No signal to indicate a change of course?"

"No."

"When you went to nautical school, did they teach you the Rules of the Road?"

The screams hung in the air as the Swedish interpreter translated.

Carstens explained that he knew that Rule 28 called for a one-bluff signal to indicate a turn to starboard.

But that was only true when a risk of collision existed, he said. When he turned the Stockholm starboard, it was only to widen an already safe passing distance.

## Why, Why...?

Carstens agreed with Underwood that his duties included the chiding of the helmsman's steering.

How often did he check the helmsman? It varied according to the man on the helm.

What about Peter Larson, the wheelman at the time of the collision? The question seemed to flow in the normal stream of inquiry but the answer took the courtroom by surprise.

"I have to check him very often," Carstens started, stopping to correct himself. "Rather often, when I pass by every third or fourth time."

"Why did you have to check him often?" came the next incisive question. Carstens fumbled with the answer and Underwood said, "Please speak up."

Unable to control the modulation of his voice, the witness

seemed to shout his answer. "He is more interested in the surrounding things than in the compass."

"You mean, he is not a good wheelman, don't you?" the lawyer shouted across the courtroom.

"He is when he wants to be," retorted Carstens petulantly.

## Hard to say

This was the first break in the witness's armour, and the Italian Line attorney hammered away at it.

Carstens conceded that he had been obliged to keep a close eye on his helmsman, but he insisted at the same time that Larson did not allow the ship to yaw more than two or three degrees from the set course.

This was typical of the verbal battle which raged for more than four full court days between the 26-year-old junior officer and the 65-year-old lawyer.

They clashed on the subject of the weather. "It was variable cloudiness," said Carstens. "Where was the cloudiness?" asked Underwood.

"It is hard to say," Underwood asserted, "but you were there and I would like you to tell us."

"They changed all over the sky. It was changing cloudiness."

The lawyer posed question after question for further details and Carstens said the right side of his ship was brightly lit for some six or seven miles by an almost full moon which cast a long beam of yellow light on the water.

To the left of his ship, all was black. No, it was not fog, it was just the black of night.

## The lights

Why then, the lawyer demanded, did he not see the lights of the other ship? Headed lights should be seen at least five miles off.

"What do you think obscured her lights?" the lawyer asked.

"I'm also wondering about that," came the ingenious answer.

"Do you know that it was fog?"

"There was no fog around me," Carstens insisted.

"What do you think was around her (the Andrea Doria) that obscured her lights until she got so close that she was less than two miles away?"

"Well," said Carstens, "it could have been a patch of fog that was laying over on the port side."

"Were you not worried at that time as to why you did not see the vessel's lights?" asked Underwood.

"There are many ship lights you don't see before four or five miles," Carstens said.

The Italian Line lawyer sought to prove that the Stockholm was approaching fog, that the watch officer should have been aware of it, and he should have reduced the speed of the Stockholm.

table more than 20ft from the witness-box, pointed his index finger at the end of his extended right arm and shouted: "I suggest to you, Mr. Witness, that the reason you found it necessary to show your red light (port side of the ship) more clearly was that the Andrea Doria was actually dead ahead or a little on your starboard bow! Isn't that a fact?"

"No," said Carstens flatly. Carstens admitted that after his first 20 odd degree turn to the right he took his eyes off the Andrea Doria in order to answer the telephone.

He did not see the Andrea Doria turning to the left until it was too late and then he ordered an emergency hard right turn and full astern.

"Have you ever calculated how far you would have passed astern of the Andrea Doria if you had not changed your rudder at all?" asked Underwood.

"I have not calculated it, but I have thought about it," Carstens answered carefully. "and I should not have passed astern of her; I should have passed right into her."

## Unflinching

When Captain Nordenson, master of the Stockholm, gave evidence, he was unflinching in his defence of his third officer. Carstens, he said, had done nothing wrong on the night of the collision.

The young officer had every right to wait until he saw with his own eyes the lights of the other ship two miles away before changing course on the Stockholm, said the captain.

"I know," he said, "that you blame Carstens-Johansen for being too young, and you also called him inexperienced."

"But, on the other hand, there is a difference between inexperience and incompetence."

"And as far as I can see, he has not shown any incompetence in handling the ship."

Why was the captain himself on the bridge? asked the Italian Line's lawyer.

## Weary

There was no particular reason, said Nordenson, why he could not have been on the bridge at the time of the collision.

He was in good health, not too tired, and he had not been drinking. He went to his room simply to work on some papers and he was there "either standing" so that he could be called if needed in a matter of seconds. He had not retired for the night.

Why did the Stockholm only have one officer on watch when most Transatlantic liners used two? the captain was asked.

Simply because that was the policy and practice of the Swedish Line. Under questioning, Captain Nordenson admitted that two officers on watch would be better than one but that one officer could adequately handle a bridge watch by himself.

Then it was the turn of the Italian Line to put their case. Captain Calamai, master of the Andrea Doria, was their main witness. He testified in low, almost inaudible, monosyllables. His weary manner was that of one who had been through so much that nothing more could hurt him.

Swiftly and expertly, Underwood led Captain Calamai in a recitation of the events leading up to the collision: how the Stockholm had been sighted on radar 17 miles away and slightly to the right of the Doria; that he had maintained a course which would have resulted in a safe starboard-to-starboard passing if the Stockholm, without sounding any signal, had not turned suddenly to her right and into the hull of the Doria.

asked the captain about the use of radar on the Andrea Doria. Captain Calamai, had you yourself had any special training in the use of radar?"

"No," came the immediate answer. "I don't think so."

Had any one of the three officers on the bridge plotted the radar observations of the oncoming Stockholm?

No, was the answer, "it was a parallel course and it was not necessary."

## The books

One of the most controversial aspects of the hearing was what had happened to the logbooks of the Andrea Doria.

In the exchange of documents before the hearing, the Italian Line informed the court that all the important logs went down with the ship.

The only papers saved were the captain's accounting log, two secret books of the North Atlantic Treaty Organisation, the complete file of the crew's sailing papers and a strip of the ship's course recorder graph, the Italian Line reported.

But the Italian Line officers in New York and in Genoa had told the newspapers shortly after the collision that all the logbooks had been saved, and had been sent in a diplomatic courier's pouch from New York to Genoa.

When asked about this at the hearing, Captain Calamai said, "Reading the newspapers, among the many inexact things I also noticed this. But I presumed that what the newspapers reported as the saved logbooks, were the seamen's passengers."

Navigational logs are of course of primary importance in an attempt to reconstruct a marine disaster. They reveal the sources plotted, and help to determine the ship's true position immediately before collision. And that is crucial to allocating responsibility.

Captain Calamai explained how the logbooks came to be left on the sinking ship. At about 2.30 in the morning he had given the general order, "Save the books."

He had said those words meaning the deck logbooks. The cadet replied "Yes" meaning the NATO books.

The deck logbook must have fallen to the floor of a cluttered room in the midst of the collision, the captain said.

"After you learned that the ship's books had not been taken from the ship," Haight asked, "would it have been possible for a man, an officer or a man, to have gone back aboard the ship to get the ship's books and documents?"

It was one of the few times Captain Calamai leaned forward in his chair. "Today I can say yes, because the ship went down at 10 o'clock," Haight said. "But a half hour after he had left the ship," the captain said intensely.

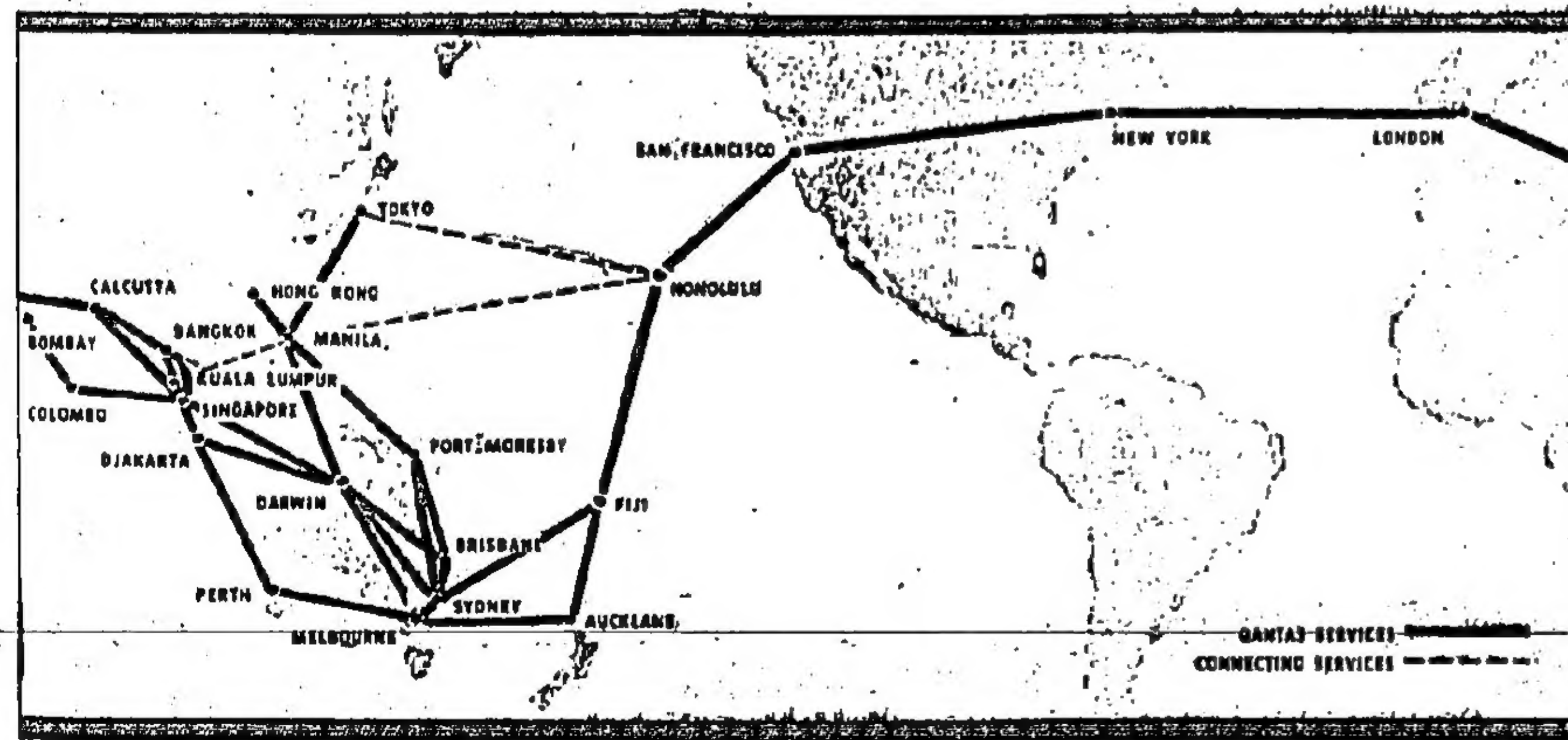
"But at that moment I didn't know if the ship would go down immediately." He paused and then said, "I was so shocked by the tragedy, that is why I didn't even think."

Haight pressed the captain's accounting log to him, in which the only entry for the day of the collision was:

(Continued on Page 7)

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... AND NOW COMES THE MOST AGONISING MOMENT OF ALL

# Once I loved the sea, but now I hate it...

(Continued from Page 6)  
collision was the temperature of the ship's freezer, and asked him whether or not anything else had been noted in that log for that day, such as fog precautions?

"I don't remember," said the captain. "There is nothing else written here."

"I see. Just one more question about it, Captain," said the Swedish Line attorney, said casually. "When you wrote the log up in your cabin was it in the same physical condition that you now see it? And I direct your attention to various places in the cover and pages which show that the book, as I see it— if I am wrong, correct me—has been taken apart and restapled together."

"I object to this question," thundered the Italian Line attorney, jumping to his feet. After argument back and forth between the two lawyers, the hearing master ruled that Captain Calamai should answer the question. But Underwood pressed his objection, striding to the witness-stand and taking the logbook from Captain Calamai's hands. Underwood said, "I want a moment to cogitate and see whether I will submit to that."

Inspecting the logbook, he walked up and down the front of the room, turning the pages one by one. While the whole courtroom watched, the logbook fell from the lawyer's hands to the floor. Several pages skidded across the floor.

Haight protested vehemently. He wanted an answer to his question. What had just happened, he asserted, made no difference because his office had photographs of the logbook as it had appeared before. Was the book in the same condition it had been on the afternoon before the collision? he demanded.

## The mystery

"No," replied Calamai impatiently. "May I explain?"

"Yes, anything you wish," said the lawyer.

"I took the book from the floor of my cabin and gave the accounting logbook to the cadet Maracci, who put it under his jacket. And I heard later in New York that the logbook had become wet and that it was not in the condition as before."

"Did you hear how the logbook became wet?" asked Haight.

"Probably while the cadet was going in the lifeboat there was water," answered the captain.

The question of the logbooks occurred again and again during the cross-examination of Captain Calamai and other officers of the Andrea Doria.

If the logbooks and navigation charts had been available, they would have gone far in reconstructing the positions and course of the Italian ship before the collision, and thereby solving the mystery of the hearing how could the radar on the Andrea Doria show the Stockholm to her right and the radar on the Stockholm show the Doria to be to the left?

The answer simply was that either one of the radar sets had been wrong or the men interpreting the radar on one of the ships had been wrong. The problem of the lawyers was to determine which officer, Carstens or Calamai, had been in error.

## I don't know

Captain Calamai tacitly admitted at least partial responsibility for the collision when he testified the Andrea Doria was proceeding through dense fog which limited visibility to a half mile at 21.6 knots, almost her full speed.

The captain surprised the court, however, when he admitted that he did not know the stopping power of his ship. He also said he did not know how much distance the Andrea Doria required to make a full 90-degree turn.

That data had not been tested during the trial runs of the ship in 1952 or since. It was like saying he was driving a car without knowing the stopping power of its brakes.

But it was clear nevertheless that steaming at 21.6 knots, the Andrea Doria was not complying with the rule of the road which requires a ship to proceed in fog at a "moderate speed" or one in which it can be stopped in half the distance of visibility ahead.

It has been estimated that to stop the Andrea Doria dead in the water from a speed of 21.6 knots would take about two miles. Half the distance of visibility that night was one-eighth mile.

The Swedish Line attorney devoted almost half of his lengthy cross-examination of the captain to the stability of the Italian liner, implying that the Italian liner should have withstood the collision without sinking.

But on stability matters, Captain Calamai displayed a surprising lack of knowledge, answering question after ques-

tion with "I don't know" or "I don't remember."

One factor in causing the collision was that her fuel tanks, in the bottom of the ship, were almost empty, her journey being nearly finished. The starboard side tanks had been ruptured, letting in a huge dead-weight of water. The air-filled port side tanks had acted as a balloon.

Ballasting of the empty tanks might have preserved the stability, suggested Haight. Did the ship's certificate of safety lay down any requirements about that?

"No, it had no reference to that," said Calamai.

Pressing his questions about why the Doria took an immediate list of 18 to 19 degrees, Haight asked if the Italian Line had supplied the captain with information on the stability of the ship under emergency conditions.

The captain said he did not remember.

Had the Italian Line warned him that excessive heeling might result if the Andrea Doria should sustain unsymmetrical flooding? The captain said he did not remember.

## Protest

Haight questioned Captain Calamai for almost two full days on the stability of the Andrea Doria, before he went on to navigational matters.

Haight, then setting out to prove that even by the observations made aboard the Andrea Doria the two ships were not on parallel opposite courses to pass starboard to starboard, approached the witness chair and handed the captain a pad of plotting paper.

He asked the captain to plot the radar observations, as remembered, aboard the Doria. Captain Calamai took the paper, looked at it, and said softly, "It is the first time I see."

"Do you know how to use this kind of plotting sheet?" asked Haight.

"I am not very familiar because this is the first time I let the officers do," said Captain Calamai.

Underwood protested that the captain should not be forced to do something which he admitted he was unfamiliar with, and left to his officers. Haight insisted, arguing that in order to use radar and check on his officers, the captain of the Andrea Doria had to know how to interpret radar. The matter was referred to the president, who ruled in favour of the Swedish Line attorney.

## I see now...

After several hours of objections and arguments, Captain Calamai plotted the significant distances and bearings at which the Stockholm was observed.

When that had been done, Haight asked: "Is it not correct that the radar observations, distance and bearing, as set forth in your report to the Italian Line, show that in fact the Stockholm was not on a course parallel to the course of the Andrea Doria?"

There was a silence in the room and then Captain Calamai answered in a soft, pathetic voice. "I can see it now from the manoeuvring board."

The plot on the manoeuvring board indeed did show that the book, Collision Course, from which this series is adapted, will be published in Britain by Longmans.



ON THE BRIDGE of the Stockholm was Third Officer Carstens. Peder Larsen (inset) was helmsman at the time of the collision.



THE MASTER of the Stockholm was Captain Nordenson. He vigorously defended Carstens. Inexperience is not the same as incompetence.



ON THE BRIDGE of the Andrea Doria were Captain Calamai (centre), Third Officer Giannini (left), Second Officer Franchini (right).

## THE MEN WHOSE REPUTATIONS WERE AT STAKE



IT COST \$300,000 to repair the Stockholm's bow

And never will reach such a final judgment, for in January 1957, shortly before the engineering officers of the Andrea Doria were scheduled to take the witness-stand, the case was settled out of court.

## Damages

The settlement, as finally worked out, provided for both lines to drop their damage suits, ending all legal action against each other.

Thus the Italian Line and its insurers absorbed the loss of their \$10,000,000 ship. The Swedish Line interests

dropped their countersuit, absorbing the cost of the \$200,000 new Stockholm bow and the estimated \$300,000 loss of business during repairs.

The Swedish Line, in a bold demonstration of its confidence in its men, rewarded Captain Nordenson and Third Officer Carstens by immediately assigning them to the new flagship of its White Viking Fleet, the 23,500-ton Gripsholm.

And Captain Calamai? While the other officers and men of the Andrea Doria were reassigned to other ships, he never called again.

He was kept on the active rolls of the Italian Line in Genoa until he reached the mandatory retirement age of 60. Then in December 1957, without having been given command of another ship, he was quietly retired.

It is extremely doubtful whether Captain Calamai, after his tragic experience, would have accepted command of another ship. He said: "When I was a boy, and all my life, I loved the sea; now I hate it."

## THE END

(London Express Service)

## Left the radar

The commander of the Andrea Doria finally was saying in effect that, if his second officer had plotted the radar observations of the Stockholm when she was three and a half or five miles away or had remained to watch the radar pip when the Stockholm turned to its right two miles away, Captain Calamai would not have lost his ship.

When Second Officer Franchini went to the witness-stand, he testified he did not plot radar observations because it had never been the practice to do so in open sea under Captain Calamai's command.

Franchini, after working out substantially the same plots on the manoeuvring board as had Captain Calamai, said that if he had plotted that night he would have seen that the Stockholm was turning to starboard.

At no time that night as he watched his radar scope did he suspect that the Stockholm was making a turn.

He admitted that after he had left the radar it must have

## Curious Characters: No. 10

## "Big Dan" weighed

### 52 stone!

WHEN he was born in March, 1770, at Leicester, Daniel Lambert looked like any other child and his size was normal until he was 19. Then Daniel began to grow.

Before long, he was the biggest and strongest man in the world. He could lift a five-hundredweight load with ease.

Curiously, although "Big Dan" was so enormous, he was handsome, active and strong in character.

Big Dan grew and grew. Soon, he measured 37 inches round the calf. His weight, in his mid-twenties, was 52 stone.

## Still Grow

Not surprisingly, behaviour was exemplary at the prison where he was a warder.

And still he grew. His fame spread around the country, and then Europe. Blaguer and blaguer clothes had to be made for him. Five men could get into his waistcoat. Special beds had to be built for him.

Big Dan was a friend of all three thousand people named children. He taught hundreds at the graveside.

of them how to swim. He himself was so buoyant that he could support two men on his back while he floated.

He now measured 112 inches around the middle.

In later life, Big Dan went to live in London. There, he befriended a foreign count—a dwarf, only two feet four inches high. They built a ladder for the dwarf to climb so that he could talk to Big Dan.

Big Dan died and was buried at Stamford. His coffin was six feet four inches long and five feet wide. It was made from 120 square feet of timber.

A long ramp was dug and down this the coffin was wheeled to the grave. It took twenty men to manoeuvre it down the slope.

And when it was lowered, three thousand people moaned at the graveside.

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## WEEK-END WOMANSENSE

VERONICA FAWCETT



Turns her discerning eye on the world of selling—and finds that the husky hero with a boyish grin is taking over from the big-eyed blonde

## That £80 smile— what woman could resist it?



MODEL FENTON

TIME was when Big Business couldn't sell a thing—from nuts, bolts, and screws to ball-points and braces—without a big-eyed blonde in the forefront of the picture. Remember?

That was a few years back when the hand that rocks the cradle had not quite tightened its grip on the nation's pursestrings.

But my, how things are changing—and swiftly.

Today sees the beginning of a total eclipse of the model girl—by the model BOY.

WHY? Because the men don't do the buying any more, and the average woman is instantly antagonistic to the wiles of the professional beauty—even in a photograph.

But a husky young hero with a boyish grin and a cleft in his chin is quite another cup of coffee. His picture will sell her plenty.

I have been talking to a young man who, in three months, has risen to dizzy heights as a model—“Well, pretty dizzy compared to my former life and hard times,” said John Fenton, cradling his hands round his brandy glass and giving me the genuine £5-an-hour grin that is practically irresistible.

### A Bit Shattered

I asked if he were not very slightly touchy about his mildly sexy-sounding profession.

“Not now,” said he, “because the money's so splendid. But to begin with my wife was a bit shattered.

“It's certainly a far cry from accountancy, which is where I started. Military service finished that.

“I really was rather broke when I decided to try the photographic agencies.

“The first two? I didn't get past the door. But the third booked me up for an advertisement for slacks—and there I was, a MODEL.

“I put everything I'd got into those slacks. And when the photograph was published they cut me off at the waist. But it was three days' work and it made me a packet.

“Next, there was a tailoring job—a mouse-eye view up the side of the skirt. Albert Einstein. We hung about there all day waiting for the sun to shine.

“I remember I had a hole in my sock and there were crowds of giggling schoolgirls and life was generally hell.

“Then it was cigarettes at the seaside with a girl and a boat in the background—and me in the foreground.

“That shook me. I'd expected to be permanently out of focus—but I've not done any ‘background’ stuff.

“Since then it's been mugs of beer and a polo pony...lino laying...paterfamilias...drip-dry shirts...caus de Cologne...there's never been a dull moment.

“Best effort was a midnight session—me breathing down some debutante's neck at the River Club.

“Pretty deb?” asked I.

“They paid double time for overtime,” said he with feeling. “What about props?”

“Well, I've a pipe for tough parts...horn-rimmed glasses and four inch cuffs for junior executive status...the usual ‘falls-to-woods’ wardrobe.”

“Got any Andy Young Man jobs?” said I.

“Hell, no,” said he, “that would be completely out of character.

“I made £80 last week. I bought a Yorkshire terrace for my wife and a refrigerator.

“At 25 what have I got to be angry about?” And he gave me another £5 worth of grin. “Trouble is I'll open some paper and there he'll be—offering me brass, or cat food, or something—I certainly don't need.

And I'll be sold—I know I will.

### Buffant... And Pumps

She was of minute but mildly astonishing sophistication as she sat under the hair-drier facing mine in a Berkeley Square hairdressing salon.

Her pale, pointed face above her plastic-plum wrap expressions as she rustled through the pages of a fashion magazine.

With one hand she caressed the small white Poldine lying across her knees.

Then I looked down, and below the gown hung two thin legs and a pair of well-scuffed flat-heeled pumps.

Half an hour later, as I waited to be “combed out,” I noted the blonde bouffant hairstyle emerging, watched the final, scented spraying, saw the pink plisse wrappings removed, and out stepped a cotton-frocked child with a Mayfair hair-do.

It was little Hayley Mills—all “set” for America.

(London Express Service).

### Handel Not In The Strand

By Muriel Penn

Two new boutiques opened in Mayfair this spring are offering debutantes and business girls just about everything from a complete day—and night—wardrobe for themselves to exotic ties and sweaters for their boy friends and a silk pillow for an invalid grandmother.

At the boutique Handel, the night of the two, Mr. and Mrs. Gordon, has opened a miniature store with a modern dress designed by the artist, Charles Handel, the name and the design come from the first of the Handel family.

Handel, who is married, has immediately opened the store in Bond Street, where he has a small shop, where he has a small shop, where he has a small shop.

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## YOUR BIRTHDAY... By STELLA

SATURDAY, JULY 25

SUNDAY, JULY 26

**BORN** today, you have been given by the stars a great deal of talent in a number of different directions. In fact you may be above average in several fields and consequently have difficulty in settling on any one career as your life work. This lack of concentration is the only thing which could prevent you from reaching an early success. Get an early start, cultivate a one-track ambition, and you are all right. Spread your energies too widely and you will always make a good living, but never reach the fame you deserve.

You probably speak well in public and are able to persuade others to do what you want most of the time. You have a magnetic personality, as well, and will become the centre of any group. You are imaginative, inventive, intellectual and scientific. This broad area of knowledge is apt to make you rather more introverted.

live than many born under this sign. Your dreams are apt to be symbolic. Learn to interpret them and to follow your intuition.

Although you attract people into your orbit, you do not make close friends easily or quickly and appear to be rather aloof at first meeting. It is only among your closest friends and relatives that your affectionate nature is at its best. High-spirited, you are also high-minded and need to learn self-control in this regard.

Among those born on this date are: Morris Raphael Cohen, educator and philosopher; Thomas Ekins, painter and sculptor; Arthur James Hilditch, British statesman; Maxwell Terman, painter and illustrator.

To find what the stars have in store for you tomorrow, select your birthday star and read the corresponding paragraph. Let your birthday star be your daily guide.

SUNDAY, JULY 26

MONDAY, JULY 27

**LEO** (July 23-Aug. 23)—Your big day this week is to be well for you to emphasize the spiritual values of the day.

**VIRGO** (Aug. 23-Sept. 23)—Make new contacts of vital importance to your future. A fine Friday—the best of this month.

**LABRA** (Sept. 23-Oct. 23)—Use good common sense in all affairs having to do with partnership. Affairs of domestic business.

**SCORPIO** (Oct. 23-Nov. 23)—This can prove to be a highly influential day. A new start, or a new venture may prove interesting.

**SAGITTARIUS** (Nov. 23-Dec. 23)—If your conscience is clear, an outdoor event today, such as a picnic, is a good idea.

**CAPRICORN** (Dec. 23-Jan. 23)—Pay a visit to someone you may not have seen for some time. It will be a good day.

**AQUARIUS** (Jan. 21-Feb. 19)—This day could bring a new romance into your life. Meet interesting people at a neighbourhood affair.

**PISCES** (Feb. 19-Mar. 20)—Plan a family outing today. Drive to the country or to a nearby beach for a picnic, perhaps.

**ARIES** (Mar. 21-Apr. 20)—After your morning devotion, visit a day of recreation suitable for the Aries persons.

**Taurus** (Apr. 21-May 21)—Although there may be confusing uncertainty, you can turn out to be your best Sunday of the month.

**GEMINI** (May 21-June 21)—Let your personality shine. You can have a fine impression on an important person.

**CANCER** (June 21-July 23)—Let your intuition be your guide today. It will be a good day.

**LEO** (July 23-Aug. 23)—Good and best influences are indicated today, but if you are smart, you can select the good ones.

**VIRGO** (Aug. 23-Sept. 23)—Be alert to opportunities and be sure you are getting the best of the day. You may make progress.

**LABRA** (Sept. 23-Oct. 23)—You may have a good day. You may have a good day. You may have a good day.

**SCORPIO** (Oct. 23-Nov. 23)—You may have a good day. You may have a good day. You may have a good day.

**SAGITTARIUS** (Nov. 23-Dec. 23)—You may have a good day. You may have a good day. You may have a good day.

**CAPRICORN** (Dec. 23-Jan. 23)—You may have a good day. You may have a good day. You may have a good day.

### SPECIAL OCCASIONS

"Important visitors, V.I.P.s for Fred... and a strenuous time for me too... after that long drive on their last afternoon showing them some of the sights... we had only enough time to bathe and change... and then we took them for dinner to one of the newest nightspots... I might have thought I'd be just a little tired... but it turned out to be a wonderful evening... one of those evenings when everything goes right... when you know you're at your best, look—sing your loudest."

Thanks partly to that Knight's Castle bath... as always! Carol has a way of managing things, of rising to any occasion... cool, bright and refreshed. It's a lucky gift. And she also uses Knight's Castle every day. That helps. Mild, pure and expensively perfumed, the real luxury toilet soap.

Try this gentle soap. Use it daily for a spell and find out for yourself how it will help to keep you looking your loveliest always!

Made in England



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WITH  
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TOILET SOAP



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pale! shocking! off-beat!

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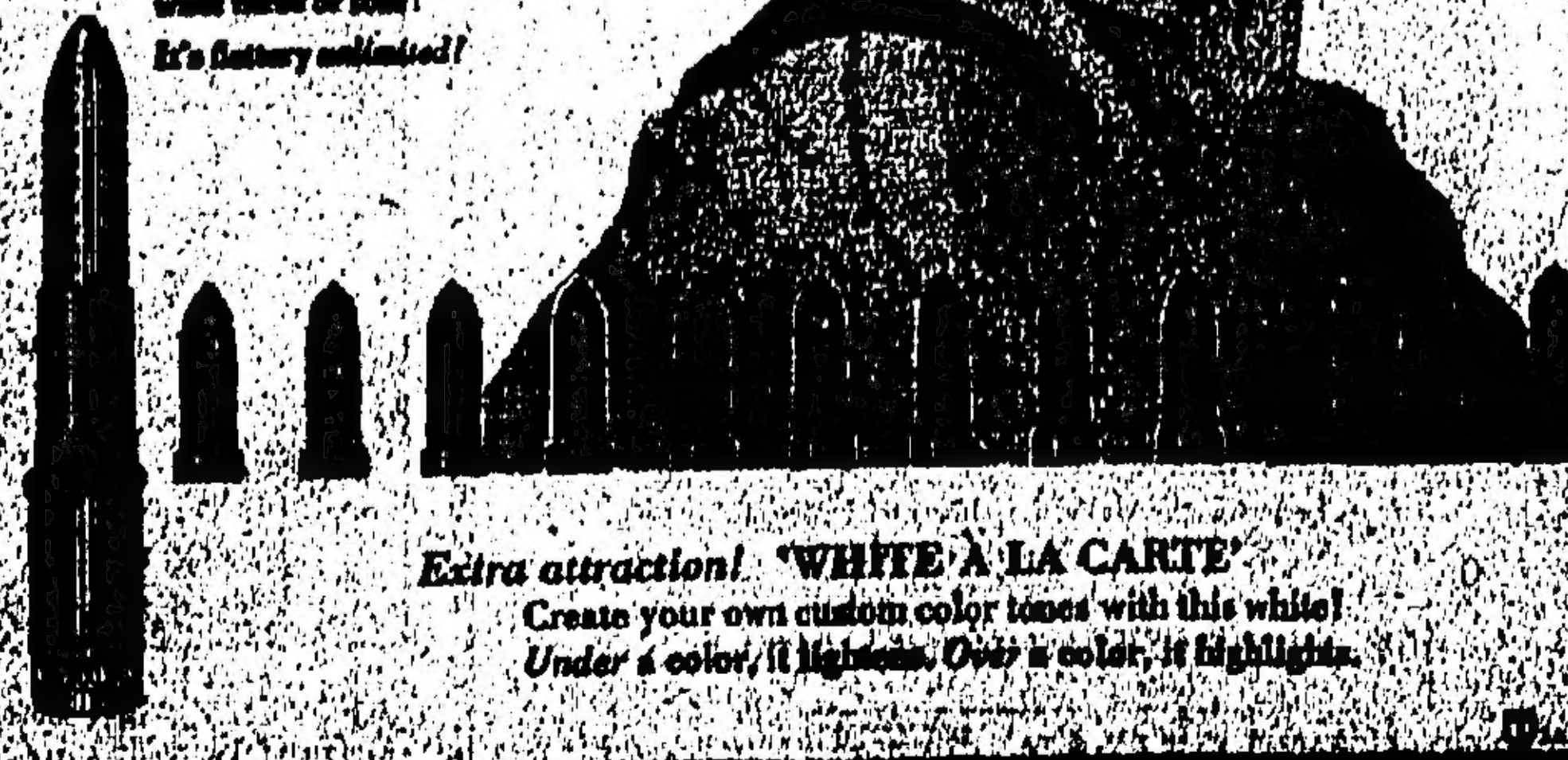
new yell! Snowy pastels,

pink, luscious... even

violet—all as tempting you'll

want three or four!

It's fashion unlimited!



Extra attraction! 'WHITE A LA CARTE'

Create your own custom color lines with this white!

Under a cover, it lightens. Over a color, it brightens.





RIGHT: Scene at the departure of Mr J.C. McDouall, Secretary for Chinese Affairs, and Mrs McDouall on home leave recently. Left to right are Mr Kwok Chan, Mrs Loong, Mr McDouall and Mr P.T. Loong.

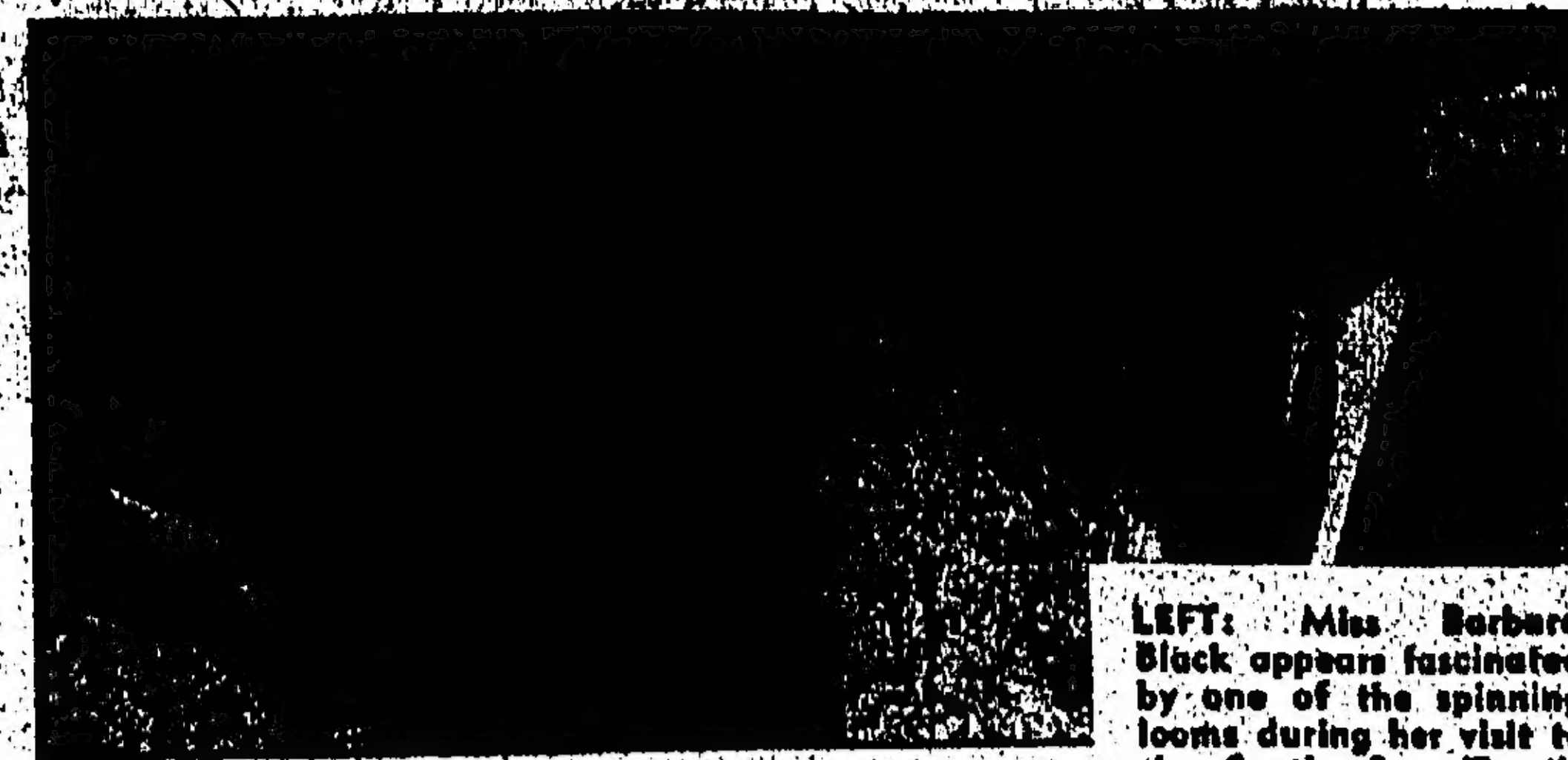
BELOW: Some of the guests who were aboard the Cathay Pacific Airways DC-3 which officially inaugurated night flights at Kai Tak Airport seen prior to take-off. They flew around Hong-kong for 20 minutes before the plane turned back and made its landing approach shortly before 9 o'clock last Friday.



LEFT: A highlight of the drill display given by members of the U.S. Marine Corps Band and Drill team which visited Hongkong last week. The display was given at Gun Club Hill.



RIGHT: Chief Justice and Lady Hogan recently visited the Juvenile Court Centre on its 11th anniversary. Seen are (l-r) Mr N. C. Chan, Mr Michael Hogan, Lady Hogan and Mr Kwok Chan.



LEFT: Miss Barbara Black appears fascinated by one of the spinning looms during her visit to the South Sea Textile Manufacturing Co., Ltd. last week. On left are Mr P.Y. Tang (managing director of the firm) and Mrs W. Kwok.

BELOW: Delta Airline's flight-stewardess, Miss Norma Mary Webb, who is also known as the "Flying Angel" for her hobby of aiding foreign students in the United States, arrived in Hong-kong for a visit recently. Seen here are (l-r) Miss O.K. Lee, Mr Chris Chan, Miss Webb, Dr L.H. Lee (Miss Webb's protege), Mr Terence Cleaver and Mr S.K. Fan.



ABOVE Mr Lachu Bragchand Melwani and his bride, the former Miss Guni Mohan, who were married in a colourful ceremony at the Repulse Bay Hotel on Thursday.

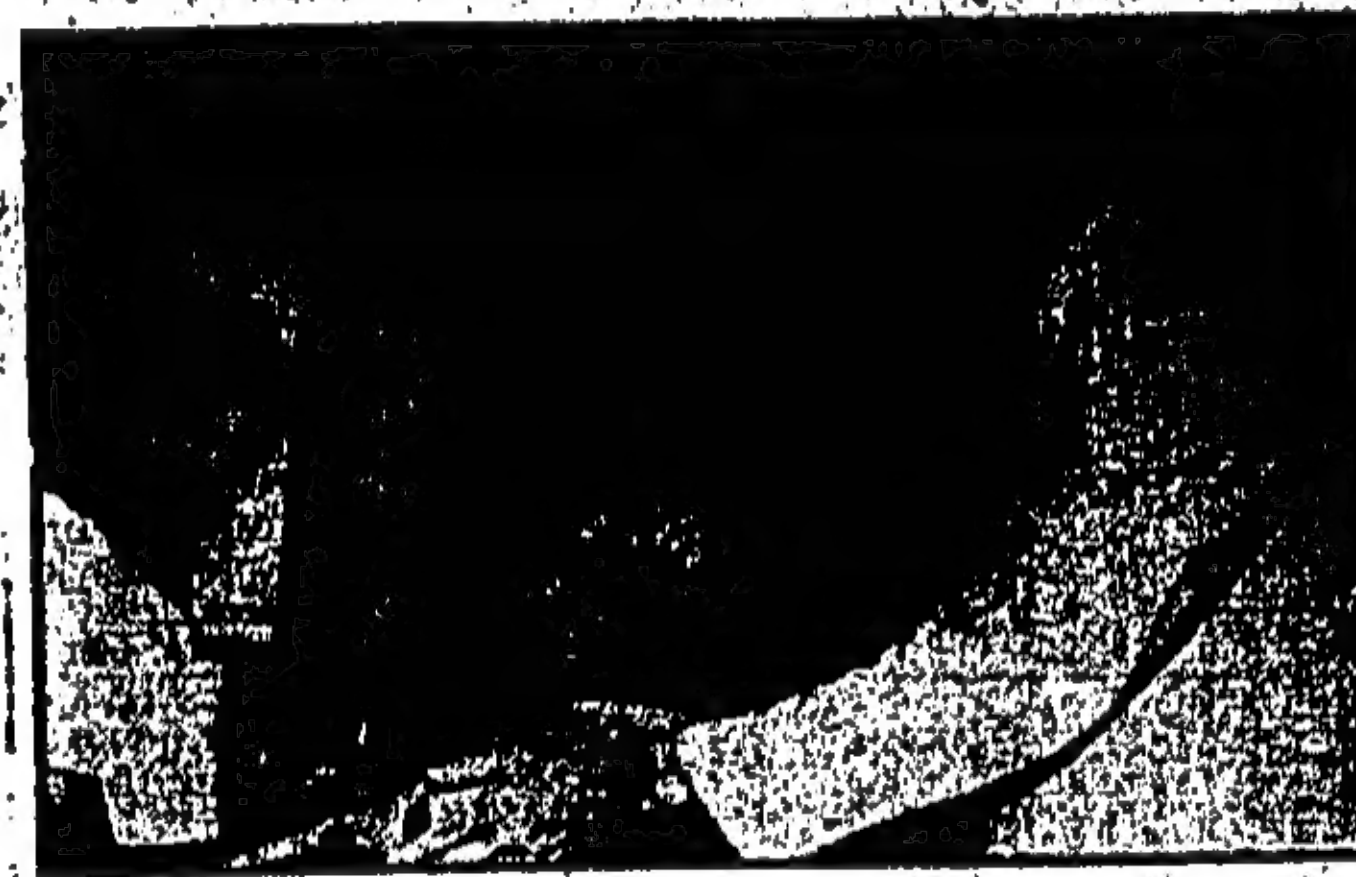
BELOW RIGHT: Mr K.W.J. Topley presents a prize to Miss Cheung Chor-sen at the prize-giving ceremony of the Tai O Fishermen's School recently.



ABOVE: Mrs Ampara Villamor, Social Service Administrator of The Philippines, greeted on arrival at Kai Tak Airport on Sunday by P.I. Consul Mr J. Fornier. Mrs Villamor is en route to Rome where she will attend an international conference on problems of the physically handicapped.



ABOVE: Three pretty Japanese performers of the Japanese Yano circus troupe, which begins its season in Hongkong on August 1. Two shipments of animals of the circus arrived recently.



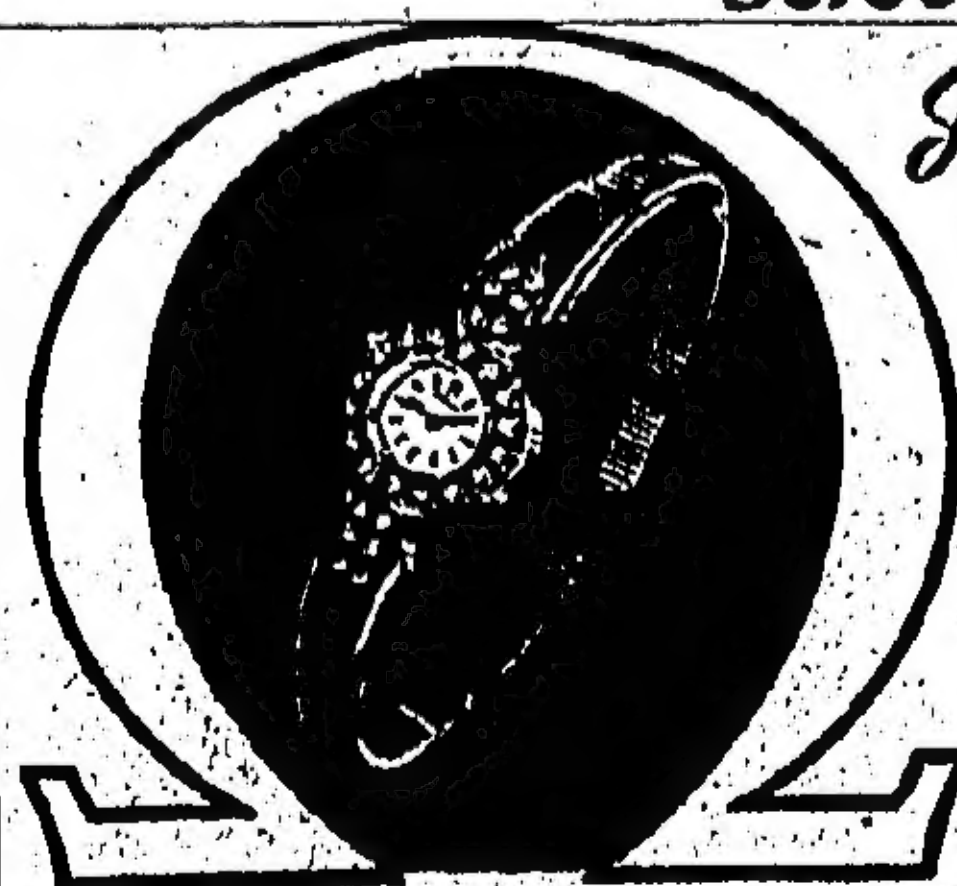
BELOW: For the first time in its history, the giantic Tai Lam Chung Reservoir overflowed. The new reservoir filled up rapidly during the torrential downpours in June and spilled over this week when additional rains fell.



ABOVE: Brownies of the 10th Kowloon Pack this week presented gifts to pupils of the Mu Kuang English School during its prize-giving ceremony. Seen is Christine O'Rourke handing over her gift to one of the students.

# OMEGA

There is a wonderful selection of Jewelled Watches for Ladies



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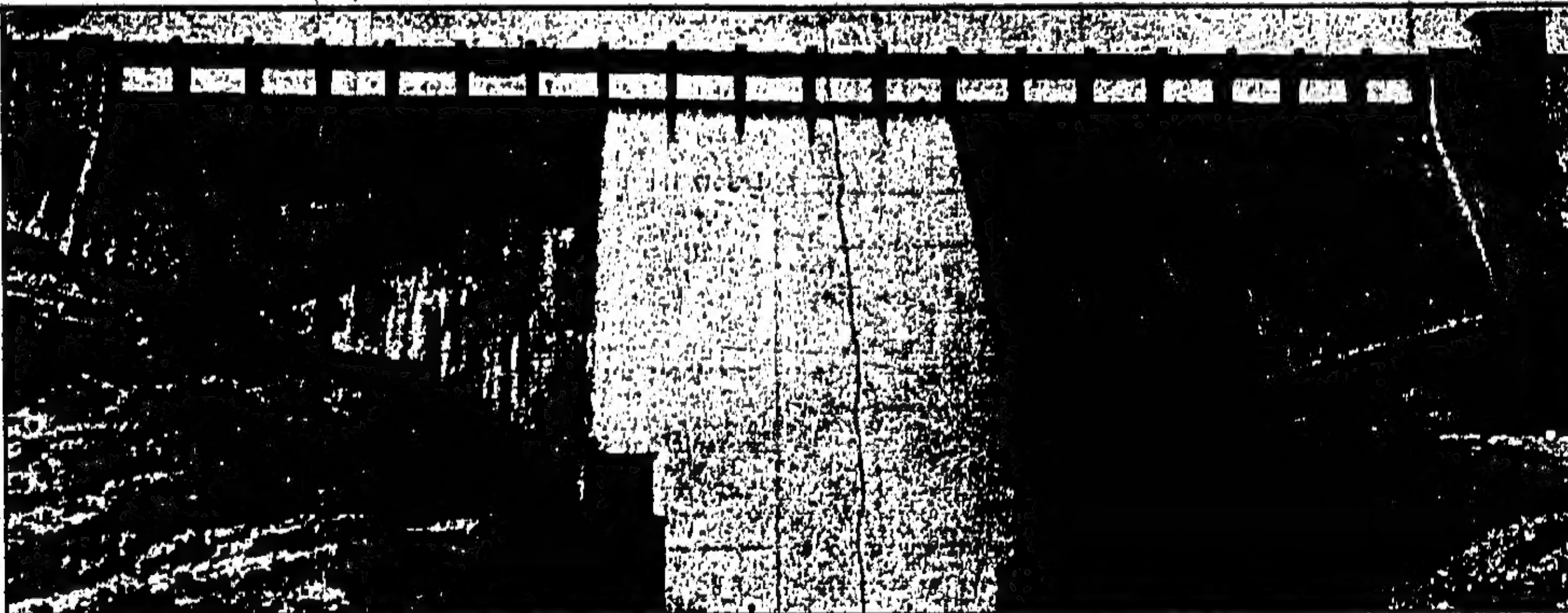
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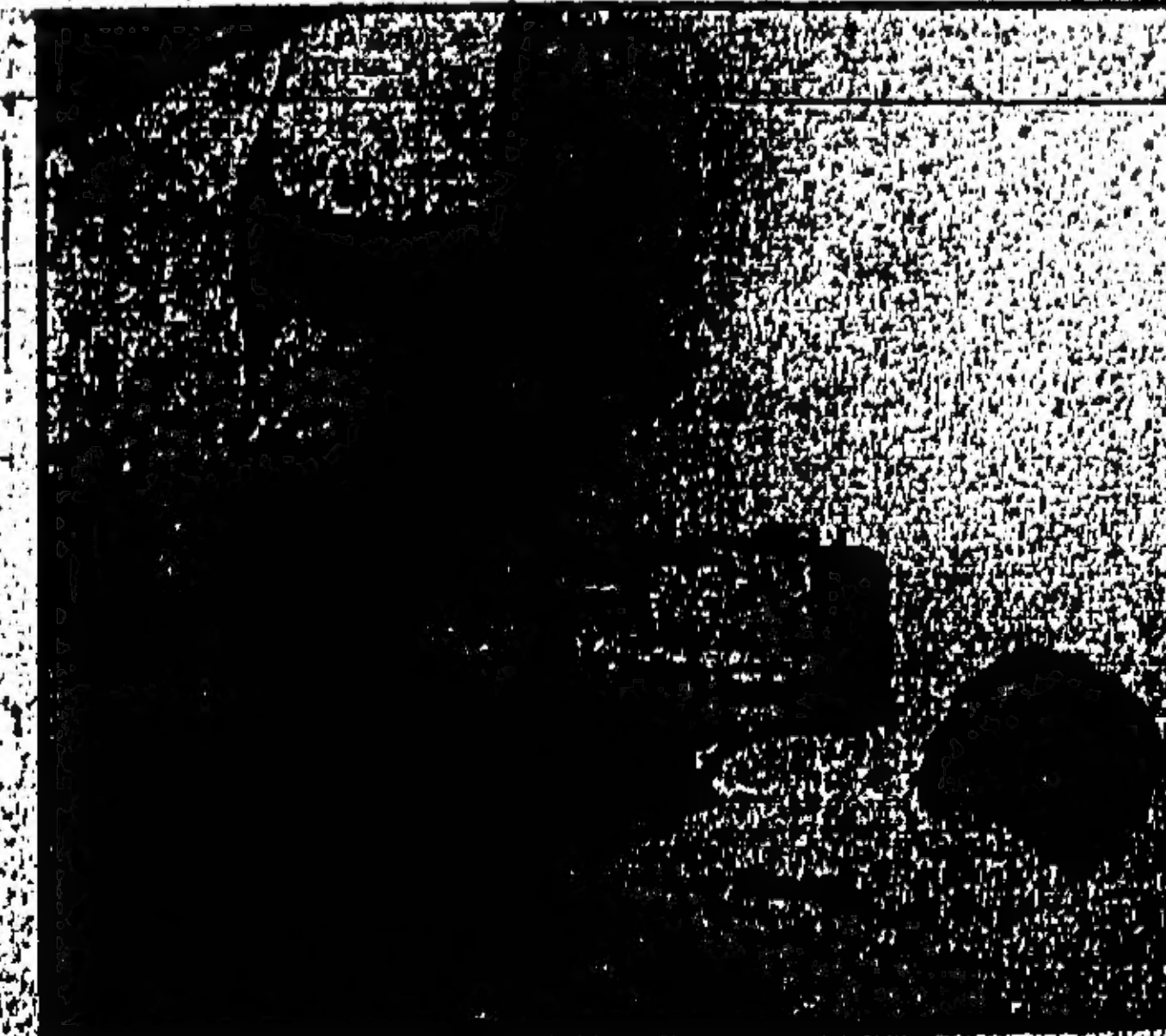
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OMEGA

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ABOVE: Mr. K.W.J. Topley presents a prize to Miss Cheung Chor-sen at the prize-giving ceremony of the Tai O Fishermen's School recently.



ABOVE: Mr. K.W.J. Topley presents a prize to Miss Cheung Chor-sen at the prize-giving ceremony of the Tai O Fishermen's School recently.

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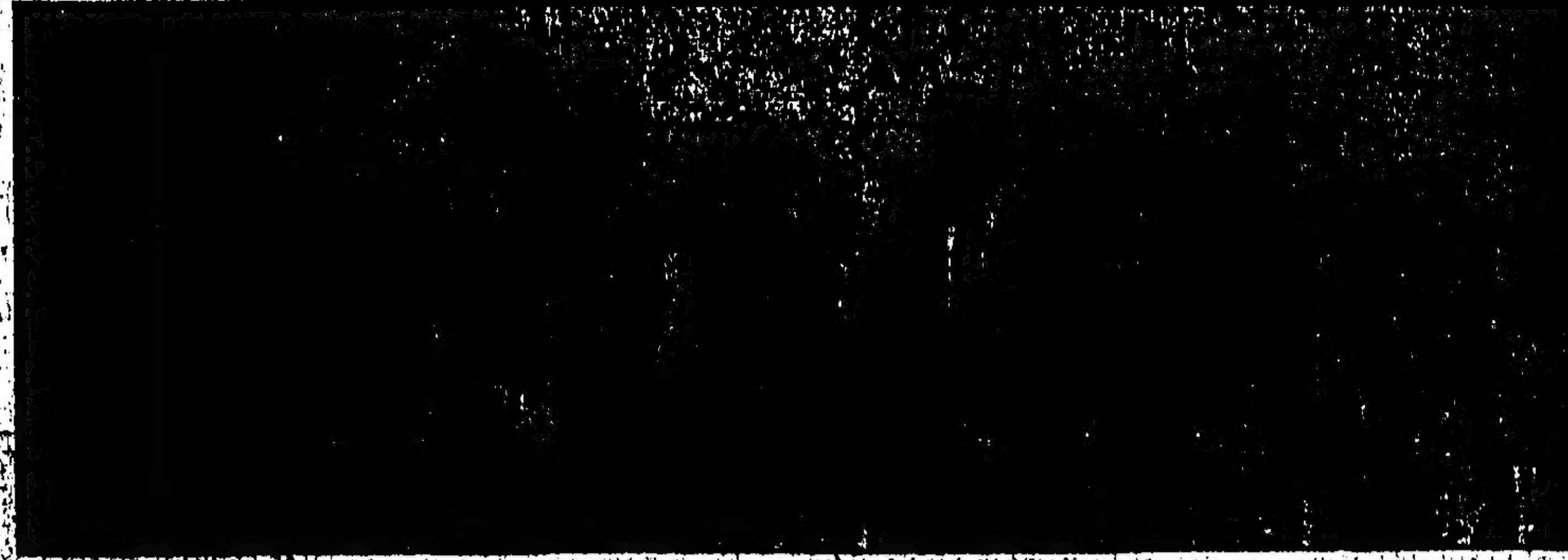
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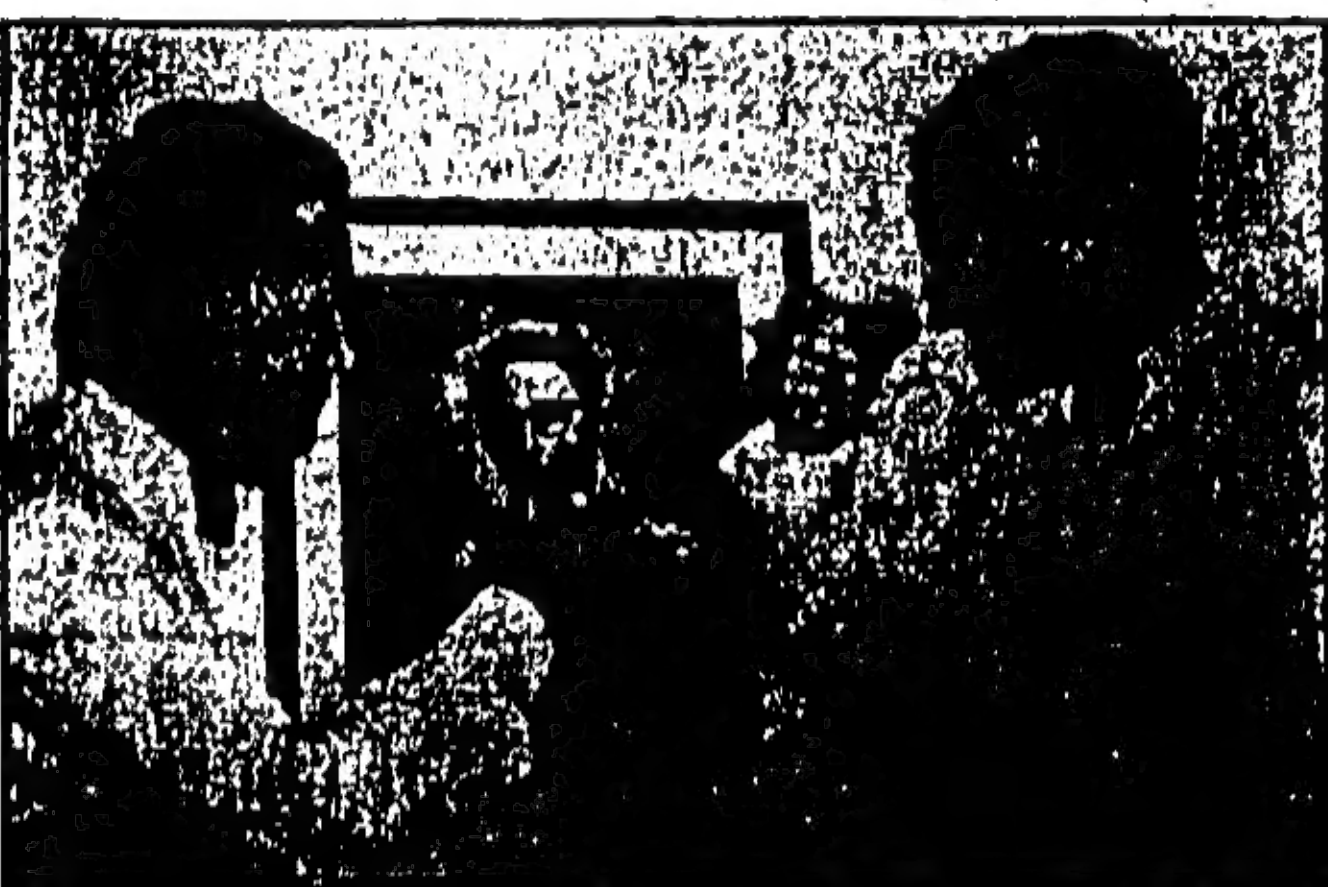
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ABOVE: Mr. D. J. S. Crozier removes his spectacles for a closer look at a notice board during his visit to the Northcote Training College on Saturday. It was the College's 20th anniversary. With Mr. Crozier is the Principal, Mr. C. H. Cheng.



LEFT: Count Serge de Robiano and Sir Robert Black seen during a toast at the Belgian National Day reception held this week.



LEFT: Miss A. Unthank, Dr. C. Hughes, Mr. K. C. Wong during a dinner held by the St John Ambulance Brigade celebrating Mr. Wong's recent M.B.E. appointment.

ABOVE: Col. M. Y. Fletcher, Chief of Staff, Land Forces HQ, Hongkong, takes the salute of last Saturday's passing-out parade of 29 Centenary recruit police constables at the Police Training School, Aberdeen.



ABOVE: Saying farewell to Mr. and Mrs. B. K. Hawkins (second, third from left) at Queen's Pier are (l-r): Mr. Cheung Chan-hon, Mr. and Mrs. Kwok Chan, Mrs. Cheung Chan-hon. Mr. Hawkins was formerly Secretary for Chinese Affairs.



ABOVE: During the Kowloon Y's Men's Club visit to the Boys' and Girls' Club at Lo Fu Ngan Re-Settlement Estate this week (l-r): Mr. Chow Wing-lau, Mr. O. W. Woo, Rev. L. E. Noren and Mr. C. P. Louie.



RIGHT: Mrs. J. A. Pegg receives a gift from Mr. O. Sadick after opening a new Shell servicing station at Stubbs Road.



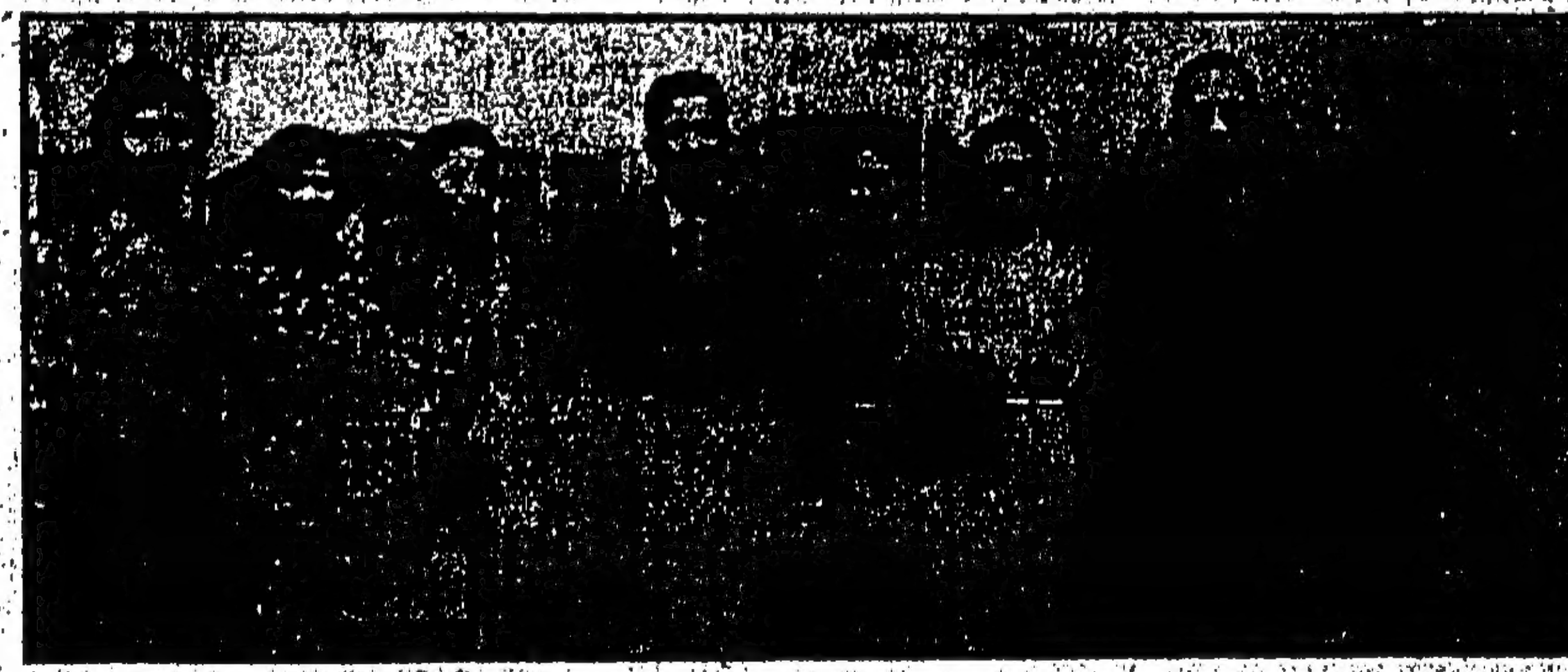
RIGHT: Scotty "King Kong" de la Roche, in his gorilla suit, poses with Miss Sally Contreras during the opening of the Round-Up Room this week.



ABOVE: Susan Lawrie, 7, and friends who helped her celebrate her birthday last week. She is the daughter of Mr and Mrs J. Lawrie.

RIGHT: Mr and Mrs Cheung Chan-hon (second and third from left), seen with friends and relatives on their return from a round-the-world tour last week.

LEFT: Lady Bastyan at the opening of Calvin House, new WRAC quarters, at Victoria Barracks last Saturday.



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BELOW: Mr Robert Kintner, president of NBC, and Mrs Kintner, arrived in the Colony from Tokyo for a visit recently. They are seen here with Mr J. G. Robinson (right), who met them at Kai Tak Airport.



ABOVE: Lord Kowallien, World Chief Scout (second from left) seen during his visit to the Boy Scouts' Headquarters, Cox's Road, on Sunday. Lord Kowallien spent a few hours in the Colony on route to the World Jamboree in Manila.

BELOW: Choi Lee-kung, young deaf mute, who won the 1959 Walkathon last week for the second successive year. He set up a new record of seven hours, 14 minutes, 57 seconds for the grueling 43.6-mile course.



*Tonight's Floorshows*

★ ★ ★

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Music by Pennington Garcia and his Dynamic Dancers

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## PRACTICAL HOMECRAFT

★ ★ ★

JULY'S NOT TOO SOON TO  
START WINTER KNITTING

## Man's Raglan Pullover

**MATERIALS:** 1 pair each of No. 9 and 10 knitting needles.  
16 (17) (18) (19) ozs of  
Eum Scotch or Botany 4  
ply.

**MEASUREMENTS:**

	Chest	38	40	42	44
Length	25	26	27	28	
Sleeve seam	19½	19½	19½	19½	

**TENSION:**

8 sts. and 9 rows to 1 sq. inch.

**ABBREVIATIONS:**

K., knit; p., purl; st(s), stitch(es); tog., together.

**NOTE:**

These instructions are written in four sizes, stitches and measurements for the smallest size being given in the ordinary way, the larger sizes being bracketed in the following spaces.

**BACK & FRONT**

Using No. 10 needles, cast on 160 (169) (175) (184) sts. and work in k., p., rib for 3 inches. Change to No. 9 needles and commence wider rib as follows:—  
1st row: (Right side) \* K.1, p.2, repeat from \* to last st., k.1.  
2nd row: \* P.1, k.2, repeat from \* to last st., p.1.  
Repeat these 2 rows throughout.

Continue on these sts. until work measures 15½ (16) (16½) (17) inches from the beginning.

**Shape Raglan Armholes**

Cast off 6 sts. at the beginning of the next 2 rows, then decrease 1 st. at both ends of the next 15 (16) (17) (21) rows, i.e., 93 (95) (102) (107) sts. on the needle. Now decrease 1 st. at both ends of every alternate row until 48 (50) (52) (54) sts. remain. Cast off.

**SLEEVES**

Using No. 10 needles, cast on 73 (81) (88) (97) sts. and work in k., p., rib for 3 inches. Change to No. 9 needles and continue in wider rib as given in instructions for Back and Front, increasing 1 st. at both ends of 5th and every following 4th row until there are 135 (143) (152) (161) sts. on the needle. Continue on these sts. until work measures 19½ inches from the beginning.

**Shape Raglan Top**

Cast off 6 sts. at the beginning of the next 2 rows, then decrease 1 st. at both ends of the next 15 (16) (17) (21) rows, i.e., 93 (95) (102) (107) sts. on the needle. Now decrease 1 st. at both ends of every alternate row until 25 (27) (30) (30) sts. remain. Cast off.

**NECK BAND**

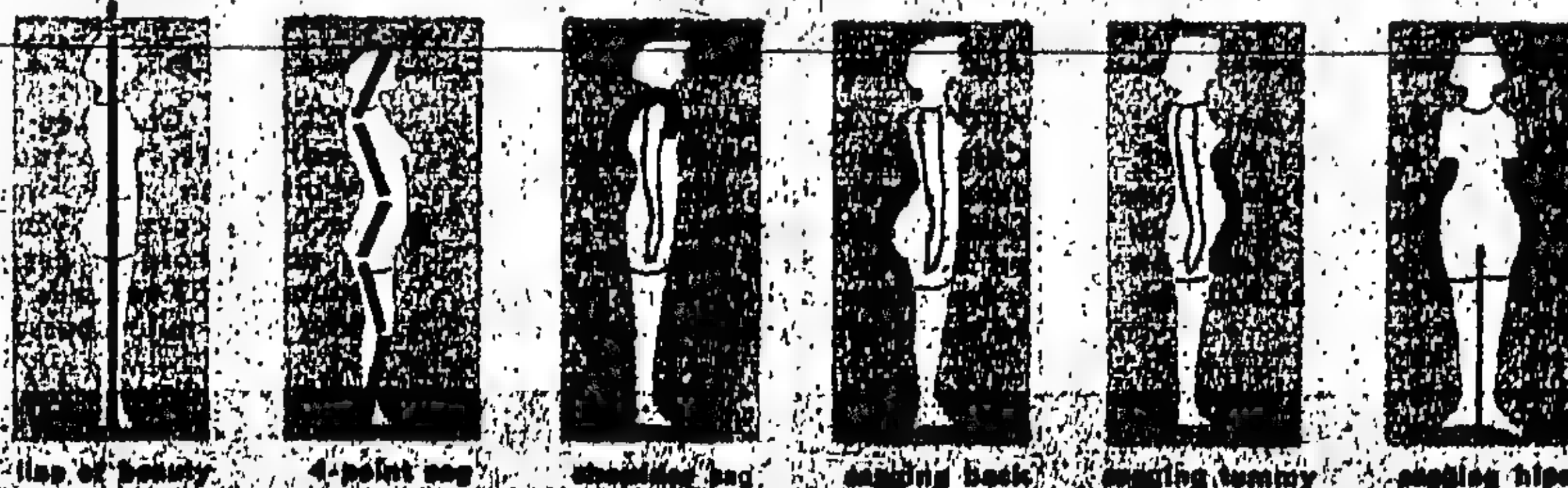
Using a back stitch seam, join 3 raglan seams, omitting left back seam. With No. 10 needles and right side of work facing, knit up 25 (27) (30) (30) sts. across top of sleeve, 48 (50) (52) (54) sts. across back neck, 144 (154) (164) (168) st. Work in k., p., rib on these sts. for 1 inch. Cast off in rib.

**TO COMPLETE**

Pin out each piece of garment to correct measurements and press lightly with a warm iron over a damp cloth. Using a back stitch seam, join side and remaining raglan seam and neck-band.

## HOW DOES YOUR FIGURE SHAPE UP?

check yourself against the vertical "Line of Beauty"



You have only one body in a lifetime. Better take care of it NOW. You cannot trade it in for a new one like you do your car. The Shurtliff "Posture-Right" Magic Check will SLIM you and TRIM you to healthy and favorable proportions.



For demonstrations, call: **SHURTSLIFF**  
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121, Alexandra House, Tel. 2111

A WORD WITH THE DOCTOR  
FACTS ABOUT HYPNOSIS

**MORE** is being heard these days about hypnosis and, as usual, there's a danger of it coming to be thought of as more useful than it actually is. We are apt to forget that it isn't in the least a new treatment. It was commonly used in the 18th century days of leeches and blood-letting. Then it fell into disrepute and in recent years it became a very "good line" for the variety artist. Hypnosis is now back in its proper place—in the bottom of the doctor's black bag.

Hypnosis has a number of advantages as a form of treatment. It's cheap of everything except time; it is completely painless and leaves no after-effects of any kind.

The psychologist can use hypnosis as a means of "getting inside" the mind before using other treatments—an easy sort of surgery which gives him a chance to look around!

He can do a great deal for the genuine hysterical patient, and for those suffering from some disease due to nervous strain. For example, a businessman may develop a duodenal ulcer as the result of overwork.

I am not suggesting that hypnosis itself will heal a nasty ulcerated area in your stomach but it can be used to put the business tycoon in a calm and more relaxed frame of mind. Then he becomes more susceptible to drugs, dieting, and rules about living more sensibly, than before hypnosis.

**A TEMPORARY CURE**

There is a small group of conditions for which hypnosis may or may not give the answer. It can be used as a temporary cure for smoking. Temporary, because it can only set a heavy smoker off on the right lines. It can do what years of nagging from his wife has failed to do, but only for a few weeks.

This length of time may just be sufficient for the craving for tobacco to be "knocked out." Unfortunately, it often isn't long enough and after the hypnosis effects have worn off the smoker starts fumbling in his pocket for his packet.

Even if it were practicable, it has been found that repeated doses of hypnosis for over-smoking are not successful. It has also been used as a cure for obesity.

The patient can be persuaded that he has lost interest in food, but here again, the first spell of succulent meat three weeks after the hypnosis often makes the good which has been done.

**DURING CHILDBIRTH**

One of the chief uses of hypnosis is during childbirth. There are considerable advantages in using hypnosis for this purpose. It is perfectly safe, there's no risk to the baby, and it leaves the mother able to enjoy the experience of giving birth but without the pain.

Hypnosis can also be used as an anaesthetic. Many different operations have been done under hypnosis and, oddly enough, the very healthy and young patients seem to make the best subjects for this kind of anaesthesia. The 40-year-old may prove a tough customer and it is only

in old age that he may once again become susceptible to the hypnosis.

Sleepwalking is occasionally benefited by hypnosis and there is one other rare use of it worth mentioning. It has been used to help people and misplaced property. If the umbrella-loser has his hypnosis soon after his losing he may be able to recall where he lost it.

**TIME FACTOR**

Why, it may be asked, in view of all the usual treatments you can so safely give through the help of hypnosis, is it not used more often? Public prejudice against hypnosis has diminished greatly, so why is it so rarely used?

The simple answer is the TIME it takes. Many doctors could well learn the technique quickly enough but they would rarely be able to spare the time to use it. For example, if used during a confinement it may require the constant attendance of the hypnotist for many hours. Even a consultation and single treatment for some nervous disorder can easily call for a number of sessions of an hour each.

Until doctors are provided with a 72-hour day the uses of hypnosis are bound to be restricted. But it is well that the public should know the uses of the technique and its limitations.

## Pixie O'Scowl's Net

—Hand Wants To Know What It's Used For—

By MAX TRELL

**HAND**, the Shadow Girl, was walking along the edge of the brook, looking for flowers, when all of a sudden she heard someone saying:

"Watch out, you big cat! You nearly stepped on me!"

"Oh," said Hand. "I'm terribly sorry."

Then Hand looked around to see who was talking. At first she saw no one.

**Discovers Pixie**

Finally, after stooping down and searching carefully among the ferns and swamp cabbages that grew along the banks of the brook, she discovered Pixie O'Scowl.

"Why, it's you!" she exclaimed.

"Of course it's me!" said Pixie O'Scowl. "Who did you expect it to be?"

"I don't know," said Hand. "If you don't know, keep your mouth shut!" said Pixie O'Scowl.

"Oh, why do you have to be so rude?" Hand asked.

She reached over and seized the angry Pixie between her thumb and forefinger. She flicked him up and looked at him.

**Very, Very Small**

He wasn't much bigger than a clothespin.

Pixie O'Scowl was dressed in a green suit made of clover leaves. He had a hat that looked like an overturned buttercup and a pair of shoes made out of two hollowed-out mandarin seeds.

Hand noticed that he was holding something the size of a match stick with a piece of cobweb tied to the end of it.

**What Is It?**

"What's that you've got there?" Hand asked, as she held Pixie O'Scowl up to her face. She gave him a bit of a squeeze to make him answer promptly.

"Leggo, you owl Leggo!" Pixie O'Scowl yelled. He kicked and squirmed.

Hand gave him another squeeze, a little harder than the first one, just to shake him because he was so small.

"What's that thing you've got there?" Hand asked, as she held Pixie O'Scowl up to her face. She gave him a bit of a squeeze to make him answer promptly.

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"Of course it's me!" said Pixie O'Scowl.

"It's a net! Leggo!" Pixie O'Scowl yelled in answer. "A net?" asked Hand. "A fish net?"

"No! It's not a fish net. It's a net for a cat, that's it, Pixie O'Scowl, dear!" asked Hand.

"Leggo!" was all Pixie O'Scowl would answer as he squirmed harder than ever trying to wriggle out from between her two fingers.

**Third Squeeze**

Hand gave him a third squeeze.

"Come, dear, what kind of a net is it? Oh, I know," she exclaimed the next second. "It's a butterfly net!"

"No! No! No!" At that moment, Hand realized that it couldn't possibly be a butterfly net.

"A butterfly is twice as big as his net," she said to herself.

"I'll tell you what it is if you'll let me go!" Pixie O'Scowl said.

"All right, I'll let you go. What is it?"

"Let me go first," said Pixie O'Scowl. "I don't believe you, you owl."

**Sets Him Down**

Hand gently set Pixie O'Scowl down under the fern leaf where she had found him. However, she held on to the end of his clover leaf coat to make sure he wouldn't dart off.

"Well," she said, "what kind of a net is it?"

"It's not a fish net. It's not a butterfly net. It's a cat net!"

"And with that Pixie O'Scowl dashed off, leaving just the end of a clover leaf in Hand's fingers.

## Rupert and Raggety—2



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THE NAME IS KISLINGER...

The latest trend in cinema seems to require a miniature Niagara of hair and a provocative stare to go with it. No exception to this rule is Miss Ivana Kislinger, who will shortly be seen in *The Naked Man* with Ava Gardner. Miss Kislinger, who comes from South America, was formerly a vet.

## Roderick Mann

★ ★ ★ TOP COLUMN OF SHOW BUSINESS ★ ★ ★

# Mr. Harvey takes to a scooter (CHAUFFEUR-DRIVEN, OF COURSE)

LONG before he could possibly afford it, that flamboyant actor Mr Laurence Harvey ran a rajah-size, sand-and-sable coloured Rolls-Royce. Now that he is a highly paid success, he has sold the Rolls. Today he travels the town on a motor-scooter.

His only concession to his new-found status is that he employs a uniformed chauffeur to drive it; Mr Harvey contenting himself with the pillion seat.

Of course, with Rolls-Royces cluttering up the kerbs all over Mayfair, a chauffeur-driven scooter is something of a rarity. A fact which has not escaped the effect-conscious Mr Harvey.

I called round for coffee the other day at his elegant Mayfair news house, and he received me cordially in his beautiful drawing-room. It is an exquisite house, furnished with great taste and care. Mr Harvey appeared to have every painting one had ever heard of on the walls, and although I could not see *The Adoration of the Magi* anywhere, it would scarcely have surprised me to find it sculling about somewhere upstairs.

Mr Harvey was just off to America for the sixth time in three months. For since his striking success in *Room at the Top* he has been a busy man. Almost as sought after as Alfred Hitchcock.

His latest visit is to make a television film for Hitchcock—for whom he will star next year opposite Audrey Hepburn in *No Bull for the Judge*.

Said Harvey, who was decorously attired in a mauve robe and sandals: "This TV film I'm doing is really delicious. I play a chicken farmer who murders his girl friend and grinds her up into chicken food."

"When the police come looking for her they can find nothing. Just a lot of well-fed chickens. The best part is where I give the police inspector a couple of the chickens—and he returns later to say they were so tasty he must know what kind of food I used. Would you care for more coffee?"

"Presently," I said. Mr Harvey chuckled to himself and I asked him to continue and he did.



Something of a rarity.

"Then I return here to film *Exodus* songs. After that I'm going to the Old Vic. That'll set my career back ten years, I expect. To say nothing of the fact that they pay no money. It will hardly keep my scooter in petrol."

"How much do they pay?" said Mr Harvey.

"Perhaps you should try a smaller job in the cariburettor," I said. "It does put the mileage up."

Mr Harvey thanked me for my suggestion and poured me some more coffee.

"Then," he said, "I'm going into production myself—filming the book *The Long Walk*."

"Very soon," I said, "you will take to wearing green suits to go with your money. Then, no doubt, you will flee abroad to escape the iniquitous tax man."

Mr Harvey looked at me steadily.

"Not me," he said. "You forget—I wasn't born here. I struggled here via Poland and South Africa, and I love the place. I would never live anywhere else."

And that, I confess it, endears me to the loquacious Larry even more than his chauffeur-driven scooter.

"For the moment," she says, "it is impossible to do any pictures other than sexy ones in France because Bardot pictures sell so well in foreign countries. So that is the only kind of picture French producers want to make."

To overcome this problem, Miss Demongeot and her husband have formed their own production company.

She says: "I intend to play idiots. My husband thinks I can do that well because he claims all women are idiots anyway."

What is Miss Demongeot's definition of the perfect screen idiot?

Marilyn Monroe in *Some Like It Hot*.

**Long run**  
A long last Marlon Brando has completed his new film *One-Eyed-Jacks*—which he directed himself.

The picture has taken six months to make, and is now over 200,000ft long.

I am told that Brando, who directed each scene with loving care, is loath to cut one foot of it.

Which poses a problem. For its running time at the moment is something like 34 hours.

(London Express Service).

### Busy Oliviers

DESPITE the fact that they were apart six months while Sir Laurence was filming in Hollywood, the Oliviers have been able to see little of each other since his return to Britain.

He has been busy rehearsing *Coriolanus* which opened at Stratford recently. And the other day Miss Leigh started rehearsals for Noel Coward's *Look After Lulu*, which comes to the Royal Court soon.

One of the reasons why the Oliviers have always enjoyed working at Stratford in the past is the fact that they could so easily get over to their home, Nolley Abbey, near Oxford.

This time, I understand, Sir Laurence has remained mostly in Stratford. He is staying alone at an hotel just outside the town.

### 'Idiot' girl

MISS Mylene Demongeot, the French actress who recently finished a film for the Rank Organisation, has been talking about the problems of filming in France.

### TARGET

HOW many of you have seen the new film *Target* by PMA GAK LBL? It is a very good film, and it is very different from the others. It is a very good film, and it is very different from the others.

The end?

"I was 18," she says. "Just imagine that—your career ends just when it starts. I thought everything was over. Then I pulled myself together and went to another studio and got a part two weeks long and then appeared in something called 'Idiot' and then in 'Juke Box Rhythms'."

"Sir Carol Reed saw a test I did as a 20-year-old prostitute for another film and I got the part in *Our Man in Havana*."

"And all this happened in a year—after being dropped at 18. I'm not scared of acting with such important people. They can give you so much and make you look so good."

"If I don't get anything else, I'll stay in Havana, with all the girls around me. I'll stay."

## THE FACE YOU DON'T KNOW IN THIS PACK OF TALENT from DAVID LEWIN



PICTURE BY BERT CANN

**HAVANA.**  
HERE is a girl called Jo Morrow, 19 years old, never out of America before and just one year in films, being associated with three knights and Havana.

Here is Maureen O'Hara, 38 years old and 19 years in films, in the same picture and the same Class A society.

When it came to casting Graham Greene's *Our Man in Havana*, director Sir Carol Reed had no problem finding the men: Sir Alec Guinness, Sir Ralph Richardson, Noel Coward, and Burl Ives.

### The advice

But the women's parts created the big problems. Filming today is such a masculine affair: that after Ingrid Bergman, Elizabeth Taylor, and Marlon Brando, producers run right out of female names.

Maureen O'Hara, the veteran, suggests a reason: "Men in film today demand more from women. They want more money on paying, but Maureen O'Hara has money and knows, exactly, how to get it."

Newcomer among stalwarts—Jo Morrow with Sir Alec Guinness, Maureen O'Hara, Noel Coward

is no money left to pay them. Maureen O'Hara, a Dublin girl with some of the brogue still in her tongue, keeps a firm grip on the money.

Jo Morrow, who plays Alec Guinness's daughter in the film, may pick up some worldly advice from her during this picture. Advice like this: "What I have learned after 19 years in this business is just this—to keep my money," Miss O'Hara says.

"That's the most important thing and it takes about 10 years to learn the lesson. At first, when you start, you're careful and you don't throw your money around. Then, after a while, you get caught up in the film life and you think you ought to live big, but what have you got at the end of it?"

"I was like that. But after 10 years I grow out of it and started to make sure my money stayed with me. Money is nothing to be wasted of. This is the important thing to learn. Neither is getting a non-speaking part."

So Maureen O'Hara has invited her money and keeps it on paying her Maureen O'Hara money, and knows, exactly, how to get it.

"I have no illusions about myself," she says. "I know what they call me—the pirate queen. They call me that because of all the films I made with Tyrone Power and Errol Flynn and Doug Fairbanks, shining up and down ships' masts. They may not have been good pictures but the public found them fun and paid money to see them. I have lasted 19 years not because of talent as an actress but because of communicability—the art of getting over to the public and making them want to see you."

"That is what being a film star is—communicability. There are wonderful actresses on the stage—but will people pay to see them in movies if they can't communicate? It isn't a talent, this thing of getting yourself over—it is something you're born with."

### No time

By a swimming pool on the roof of a sky-scraper hotel overlooking the Bay of Havana, Jo Morrow is relaxing out of the sun. She has had no time yet to develop a publicity like Miss O'Hara.

Jo Morrow is a big blonde girl from Texas, tall and blonde, 19

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# BOOK PAGE

## When a ruthless man crosses someone more ruthless still

TROTSKY'S DIARY IN EXILE. Faber, 21s.

AFTER the wine, on the balcony, the talk touched upon a sentimental subject — personal tastes and predilections.

Stalin said: "The greatest delight is to mark one's enemy, prepare everything, arrange one's self thoroughly, and then go to sleep."

When Kamenov told him this anecdote later on, did Trotsky feel a premonitory shiver run down his spine? It is unlikely. Trotsky was a very brave man. He also had the pride of Lucifer.

For Stalin, "that savage," he had only contempt. And probably it did not occur to Trotsky that he, the ruthless revolutionary, had met in Stalin a cold, bureaucratic killer far more ruthless than himself.

It occurred to him later on. Look at the score: Trotsky's wife dies in a concentration camp. His son Sergev

by George Malcolm Thomson

is arrested and charged with "poisoning the workers." His son Lyova dies in suspicious circumstances in France. One secretary's boy is found decapitated in the Seine. Another secretary is kidnapped in Barcelona.

Trotsky had been warned: "Stalin will take vengeance on you, your children and your grandchildren." As the years passed, he came to realise how accurate this prophecy was.

### Lenin...

Let nobody misunderstand what this book is. It is a diary which Trotsky kept during seven months of 1938 in France and Norway. It is no more.

Yet it is not to be despised, because Trotsky is one of the literary masters of our age. The sparks of his genius may here be few, but they are brilliant.

What could be more vivid than his description of Lenin when, suddenly, the Russian civil war was going well:

"It seemed to me that he was looking at me with somehow different eyes. He had a way of falling in love with people when they showed him a certain side of themselves... how deeply, how distinctly and how indelibly all the details, large and small, of the visit are engraved on my memory!"

"The murder of the Tsar is recalled in phrases of casual drama: 'Talking to Sverdlov, I asked in passing: 'Oh, yes, and where is the Tsar?' 'It's all over,' he answered, 'he has been shot.' 'And where is the family?' 'The family along with him. What about it?' 'He was waiting to see my reaction. I made no reply... I was never curious about how the sentence was carried out and, frankly, do not understand such curiosity.'"

At the time Trotsky wrote this diary, he was getting on in years (the unforgivable sin, said Lenin, is to be over 55); his blood pressure was high; he was a hypochondriac.

Trotsky thought his death, like Lenin's, would be caused by a stroke. He did not foresee that one day a man would call on him in his Mexican retreat with an icepick hidden in his pocket.

Then, at last, Stalin could go to sleep.

### The Mosquito

THE WOODEN WONDER By Edward Bishop. Max Parrish, 16s.

THIS is the story of a magnificent aircraft, one of the surprises of the war in the air. The account is interesting. It is even exciting.

What a pity, then, that in some respects Mr Bishop's book gives an erroneous picture of the development of the Mosquito!

He implies that Lord Beaverbrook, after becoming Minister of Aircraft Production in May 1940, stopped work on the Mosquito.

"In July," says Mr Bishop, "Beaverbrook relented. The Mosquito was 'on' again."

Now it is quite true that the Mosquito was opposed and that



TROTSKY: He had the pride of Lucifer.

As for the legend that Beaverbrook "stopped" the Mosquito in May 1940, this is the result of a complete misreading of Beaverbrook's famous directive giving A.I. priority to five fighters.

This did not affect the Mosquito, which was still in process of development.

And the first order for Mosquitos was given by Lord Beaverbrook. It was given at a time when the Air Ministry was still hostile to the aircraft.

(London Express Service).

# MAN OF POWER

with the gleam of a schoolboy  
by MICHAEL FOOT

SOMEBODY gave young Alfred Harmsworth a toy printing outfit when he was seven years old.

That was the start of a tremendous story which helped to change the face of twentieth-century Britain.

The boy with printer's ink in his blood first elbowed his way into Fleet Street as a freelance with nothing much else to fortify his ambition but a dazzling smile and an unquenchable curiosity.

Then, at the age of 23, he managed to beg or borrow a few hundred pounds to start a paper of his own. He was off, and he never looked back. Seven years later his company was worth £1,000,000.

### Secrets

In his early forties he owned more than half the newspapers issued from the printing houses in London—a position held by no other proprietor before or since. One American ambassador described him as "perhaps the most powerful man living in London."

Those are the bare bones of the Northcliffe saga, reverently retold in an official biography published recently. But read between the lines, remove the dubs of whitewash, and how much remains?

How great was Northcliffe? Well, for good or ill, the man was a giant. No one can doubt it. When he embarked on his first enterprise, Answers, one early visitor was horrified by the "dummy" of the paper. "We're not going to have any adventures," said the young Alfred Harmsworth, quite unimpressed. "We don't believe in it."

### Intuitions

He lived to make a fortune from the advertisers. But they and his managerial departments (he called them "the paper and string" people) were always kept firmly in their place. It was one of his secrets.

His first success with Answers was repeated with almost everything else he touched. The Evening News, the Daily Mail, The Times, not to mention Comic Cuts and many more—rarely had so vast an empire been subdued so quickly by one flashing sword.

J. L. Garvin called him "a Napoleon who would never come."

"Northcliffe," by Reginald Pound and Geoffrey Harmsworth (Grazell).

to his Moscow." And why should he not believe it?

If his success had been chiefly due to the exploitation of journalistic techniques — the short paragraph, the serial story, the woman's page, photography, the telephone — larger themes and intuitions had sometimes appeared on his horizon.

### The plane

No one foresaw the future of the motor-car and the airplane more perspicaciously than Northcliffe. Before 1914 he was fiercely denounced as a warmonger for his warnings about the menace of German militarism. Soon those warnings made him look like a major prophet.

Moreover, this Napoleon, like his predecessor, could win fervent allegiance on the Left as well as on the Right. He was a Jingo, but a Radical Jingo. He had, said H. G. Wells, "the gleam of the ineducable schoolboy."

### No match

Northcliffe did indeed put his imprint on the Britain of the First World War and the aftermath; much of the mood was dictated by his strident patriotism or what, later, H. G. Wells castigated as a "pogrom spirit." Much the bravest and most famous of his exploits was his exposure of Kitchener and the shell scandal — written with his own hand and costing the Daily Mail, apart from the bonuses on the Stock Exchange, stops, an immediate drop of 235,000 in circulation.

The change in his fortunes was not due only to the persistent brainstorms, the encroaching megalomania — although this must have played its part. The truth is that Northcliffe, the man of brilliant moods, was no match for an operator like Lloyd George.

So Lloyd George was able in the end to outguess, with impunity and amid the cheers of a Tory House of Commons, the "diseased vanity" of the great newspaper proprietor.

Northcliffe was left with only one consolation—a last flash of that searing intuition. He did not get his seat at the Peace Conference; he did not get the Kaiser hanged; he did not make Germany pay. But he did at least foresee that Lloyd George would be "led hand and foot to the Junkers and foot to the Junkers of the Tory 'old gang' Party."

He was not allowed to relish the revenge. By the time Lloyd

George was knifed, Northcliffe himself had gone mad and died.

I have left to the last the most curious, almost comic story of a Northcliffe failure. Way back in 1908 he paid £320,000 to buy The Times, then with a circulation of no more than 38,000. This, maybe, was the most deadly cause of his mounting frenzy. He had shot the albatross and for the rest of his life he could not get it off his neck.

He quarrelled with editors and appointed new ones. He bombarded the management, raised the circulation, rescued the whole drooping enterprise. But he never understood, or bent to his will, the Black Friars, as he called them, of Printing House Square. They drew their crows about their heads before this horrific intrusion, and the mighty Northcliffe never discovered how to pierce so impenetrable an armour.

The editor insisted on his "independence." "Would indeed," moaned Northcliffe, "that The Times were independent. It has about as much independence on certain matters as Foreign Office hall porters or a Bond Street picture dealer's assistant."

The truth was that The Times offended his deepest and best instincts as a newspaperman. A newspaper's business was to print the news; it should not be got at by the high and the mighty. In short, for all his clumsy lurches into Right-wing politics, Northcliffe detested "the old gang," his rude name for what was politely called the Establishment.

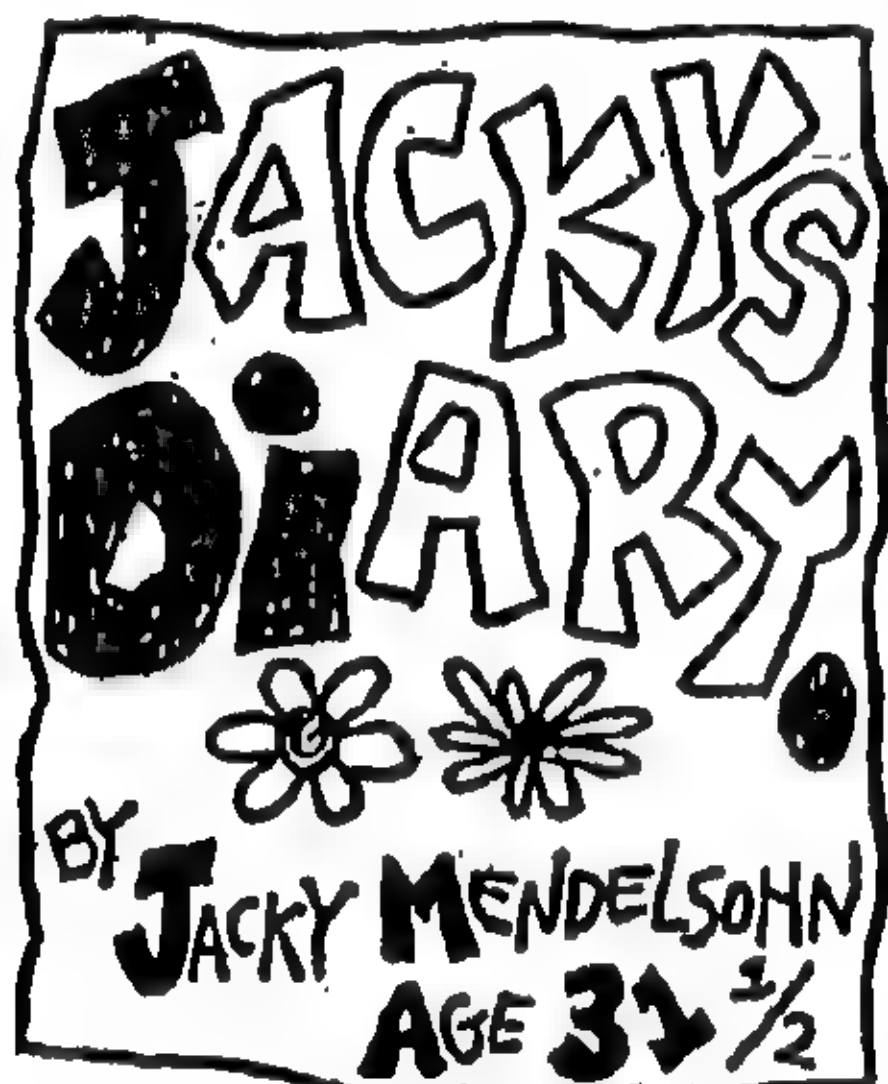
### Enduring

He resented their contempt for the ordinary people whose pennies had made his millions; he loathed their snobbery and often remarked on their imbecile disregard for the rising world of Labour.

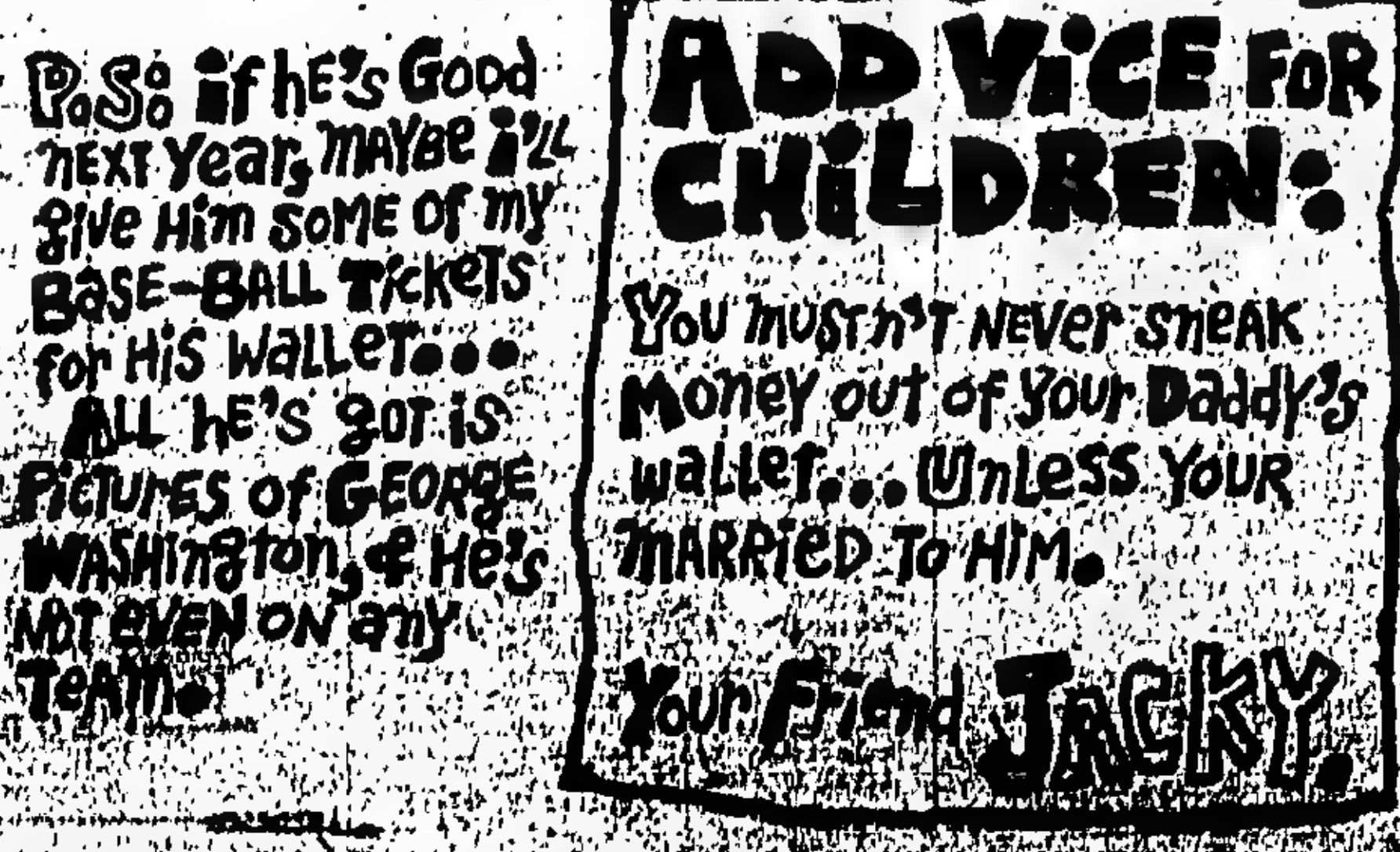
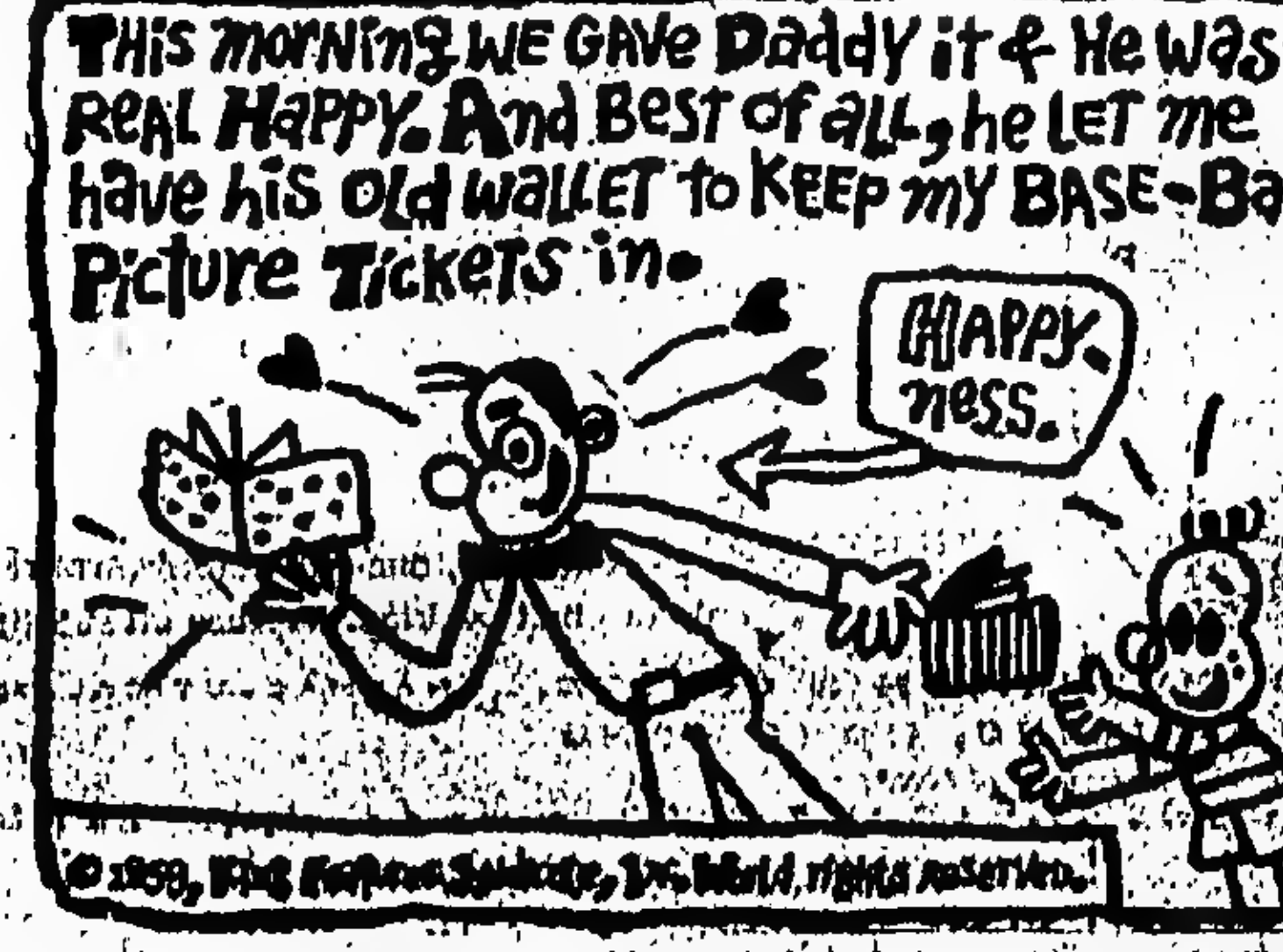
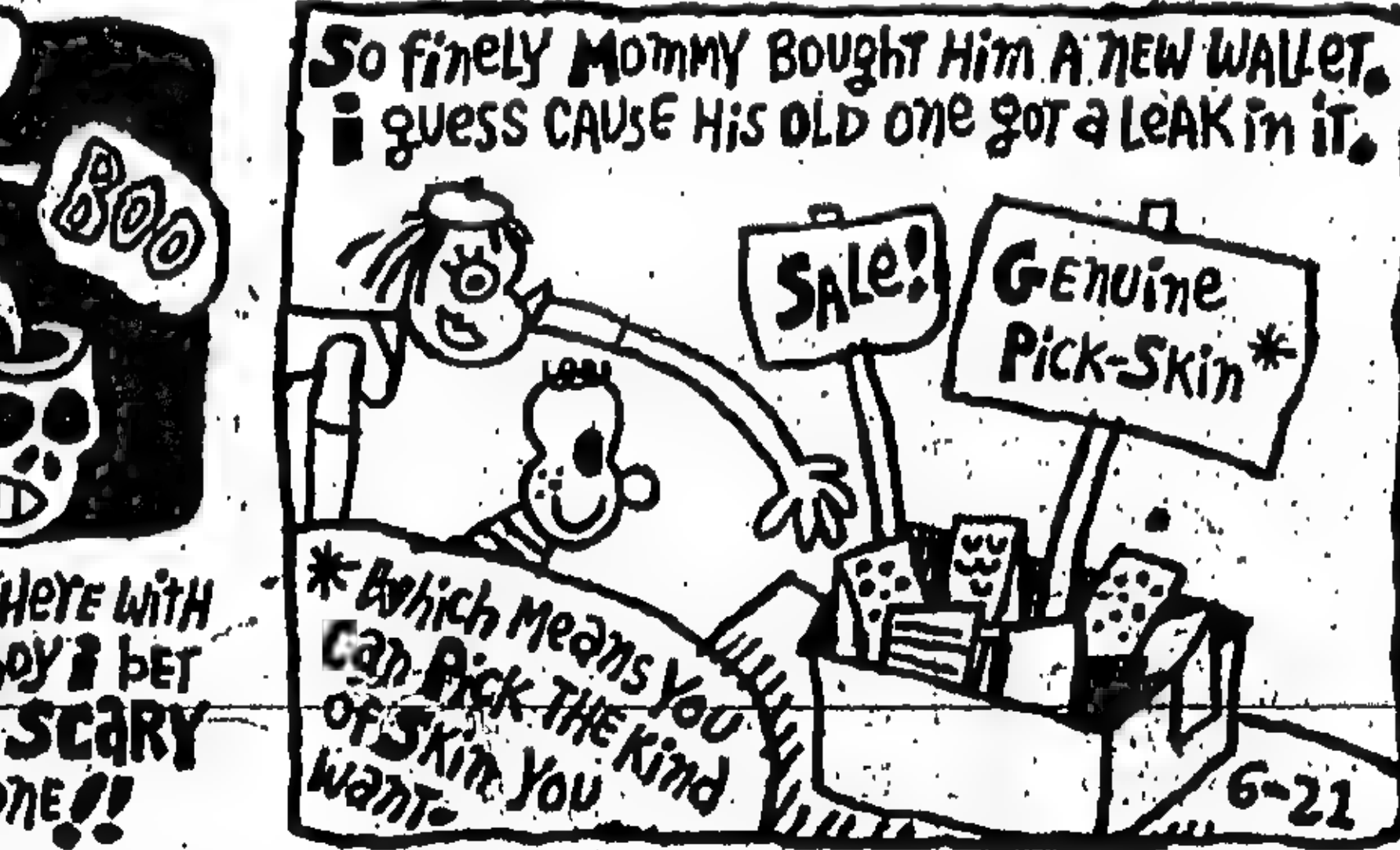
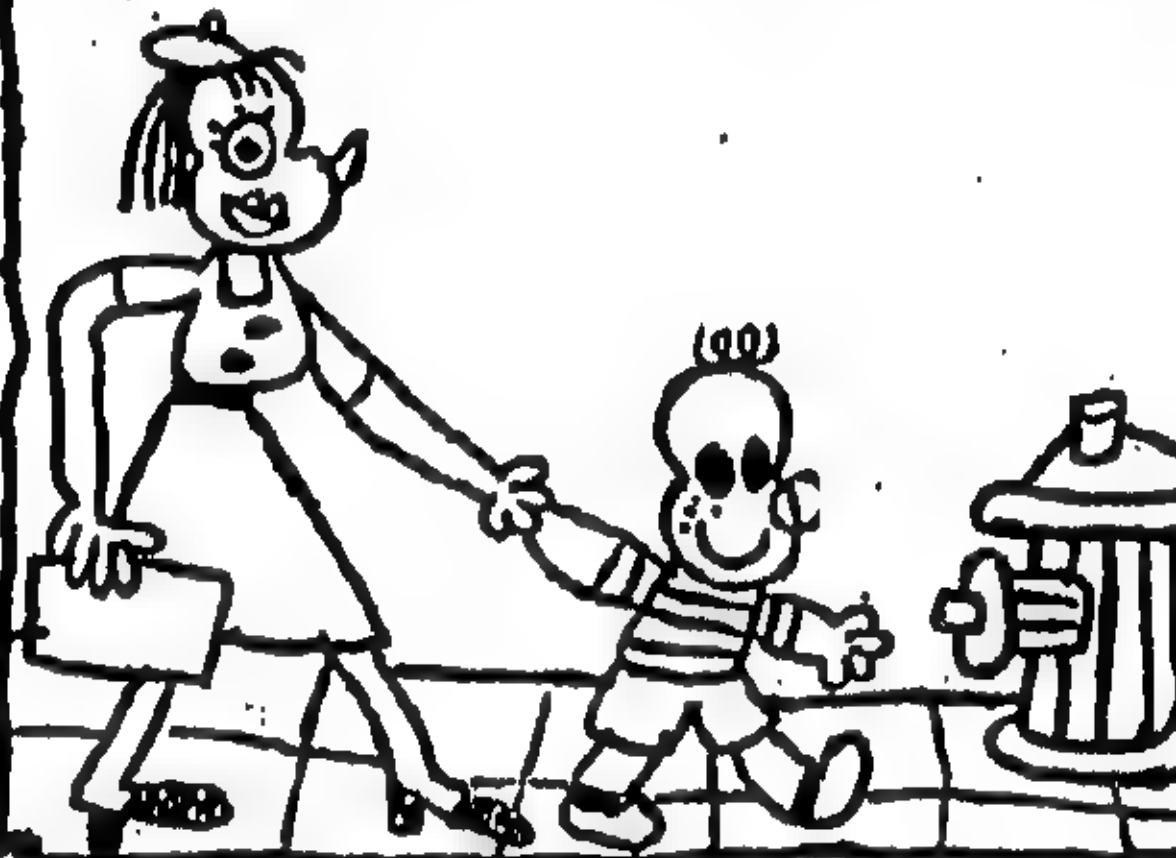
But they got him down in the end and by a final irony it was on his plan that any future disposal of the ownership of The Times was bestowed on a charitable trust on which all the Establishment's chief potentates were to be perpetually represented.

Such was the last, enduring bequest to the British nation of the brash adventurer who made the newspaper revolution—the Times of yesterday, today, and tomorrow, guaranteed for ever against all the changes and convulsions of eternity.

It was as if Napoleon on St Helena had tendered his apologies to the Bourbons.



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## Your Radio Listening For Next Week In Detail - A "China Mail" Feature

## Today

- 12.30 p.m. COMPOSER CAVALCADE. Maddy De Silva, Lew Brown and Roy Johnson.
- 1.00 TIME SIGNAL.
- 1.15 WEATHER REPORT.
- 1.30 TIME SIGNAL.
- 1.45 THE NEWS AND SPECIAL ANNOUNCEMENTS.
- 2.00 LUNCHTIME MUSIC.
- 2.05 GOLDEN AGE OF POPULAR MUSIC.
- 2.15-2.30. CATHMOR OF THE SOUTH. Edmunds and his orchestra. THIRTY MINUTE THEATRE. The New by Anton Tchevov.
- 2.30 COUNTRY CIRCLE. Dungan.
- 2.45-3.00. BULLDOG. Presented by Deborah Hurst.
- 3.15 MUSIC FOR TEA TIME. Van Lynn and his orchestra. Presented by Nancy Wise.
- 3.30-3.45. The Lancashire Regiment. 6.00 THE DOWNSIDE. Personal Narrative.
- 3.45-4.00. THEIR FINEST HOUR. The Babes.
- 4.00-4.15. CATHMOR CHOICE. This week's castaway—H. M. Howell (S.P.).
- 4.15-4.30. WALTZ TIME. Symphonic Orchestra conducted by Gilbert Vinter.
- 4.30-4.45. WEATHER REPORT.
- 4.45-5.00. THE NEWS.
- 5.00-5.15. COMMENTARY.
- 5.15-5.30. THIS WEEK. Compiled and introduced by Timothy Birch.
- 5.30-5.45. LADY IN A FOG. "Wanted—Kitty Stapsen." A mystery serial in eight parts by Lester Powell.
- 5.45-6.00. HANCOCK'S HALF HOUR. 6.00-6.15. BLACK AND WHITE NOTES. Poppy John Gory (piano).
- 6.15-6.30. WEATHER REPORT.
- 6.30-6.45. TIME SIGNAL.
- 6.45-7.00. THE NEWS.
- 7.00-7.15. FROM DRIVING. Forty-five minutes of relaxation in the world of music with Allan Stevenson.
- 7.15-7.30. WEATHER REPORT.
- 7.30-7.45. TIME SIGNAL.
- 7.45-8.00. RADIO NEWS REL.
- 8.00-8.15. CRICKET.
- 8.15-8.30. ENGLAND V. INDIA. Commentaries on the third day's play of the fourth Test at Old Trafford, Manchester by Rex Alton, John Arlott and Pearson Surin.
- 8.30-8.45. CLOSE DOWN.

## Sunday

- 8.00 a.m. TIME SIGNAL.
- 8.15 WEATHER REPORT AND WEATHER FORECAST.
- 8.30 SUNDAY STAIN SONG.
- 8.45 WEATHER REPORT.
- 9.00 TIME SIGNAL.
- 9.15 THE NEWS, SPECIAL ANNOUNCEMENTS AND SPORTS RESULTS.
- 9.30-9.45. "HEADS UP." Presented by Ted Thomas.
- 9.45-10.00. ABC CONCERT ORCHESTRA. Conducted by Vilmaz Zaky.
- 10.00-10.15. GUEST CONDUCTOR—William Alwyn and Eric Coates.
- 10.15-10.30. CELEBRATION OF MARS FROM AT JENSEN'S CHURCH. Presented by Rex Alton, Father J. L. and Mrs. J. L.
- 10.30-10.45. "WALTZING." With the Hollywood Bowl Symphony Orchestra.
- 10.45-11.00. P.M. MUSIC MAGAZINE. Compiled and introduced by Allen Becker.
- 11.00-11.15. TIME SIGNAL.
- 11.15-11.30. KRISTO LUCIANO AT THE PIANO.
- 11.30-11.45. WEATHER REPORT.
- 11.45-12.00. TIME SIGNAL.
- 12.00-12.15. THE NEWS AND SPECIAL ANNOUNCEMENTS.
- 12.15-12.30. LUNCHTIME FROM. Mancho Caraculovski (Schubert) (Arr. Roberto Gerardi)—Leslie Bridgewater and the Westminster Light Orchestra.
- 12.30-12.45. MAJOR "OXFORD" (Haydn)—The London Symphony Orchestra conducted by Josef Krips.
- 12.45-1.00. "DANCE." Selections from the Walt Disney film with Chorus and Orchestra.
- 1.00-1.15. THE ARCHERS. Omnibus Edition.
- 1.15-1.30. HOME AND HOSPITAL REQUESTS.
- 1.30-1.45. MUSIC MAGAZINE.
- 1.45-2.00. LADY IN A FOG. "Wanted—Kitty Stapsen." A mystery serial by Lester Powell.
- 2.00-2.15. (A repeat of last night's broadcast).
- 2.15-2.30. POPULAR ORCHESTRA CONCERT. Prelude Act 1 ("La Traviata") (Verdi)—Arturo Toscanini conducting the Philharmonia Orchestra.
- 2.30-2.45. CHORUS OF THE PHILHARMONIA ORCHESTRA. Conducted by Rex Alton.
- 2.45-3.00. DO YOU REMEMBER? Compiled by Allen Becker.
- 3.00-3.15. THE SHAKESPEARE. Pamela Browne and Alec Clunes in scenes from The Roman Play introduced by C. J. Sloan.
- 3.15-3.30. WEATHER REPORT.
- 3.30-3.45. TIME SIGNAL.
- 3.45-4.00. HOME NEWS FROM BRITAIN.
- 4.00-4.15. "MY WORLD." Panel Game with E. Arnold Robertson, Nancy Spain, Frank Muir and Denis Norden. Hosted by Jack Lowland.
- 4.15-4.30. THE SUNDAY CONCERT. Prelude Au Choral "Nis Romm, der Heilige Heiland" (Bach); Fugue En Sol Mineur (Orchestration by A. Goldschmidt) (Bach)—Orchestra of Theatre des Champs-Elysees conducted by Arthur Goldschmidt.
- 4.30-4.45. (Mozart) (Haydn) (Soprano) (Hildegard Knechtel-Medien) (Contra) (Petrus Dinkelschuler) (Tenor) (Richard Standen) (Bass) Academic Kammerchor Orchestra of the Vienna State Opera conducted by Hermann Scheicher.
- 4.45-5.00. WEATHER REPORT.
- 5.00-5.15. TIME SIGNAL.
- 5.15-5.30. THE NEWS AND COMMENTARY.
- 5.30-5.45. MUSIC IN A QUIET MOOD. 5.45-6.00. POETRY OF THE COMMONWEALTH. New Zealand poetry selected by Rex Alton.
- 6.00-6.15. WEATHER REPORT.
- 6.15-6.30. TIME SIGNAL.
- 6.30-6.45. PFLUGGE. Conducted by The Rev. Father Doria E. Howell.
- 6.45-7.00. INTERLUDE.
- 7.00-7.15. CLOSE DOWN.

## Monday

- 7.00 a.m. TIME SIGNAL.
- 7.15-7.30. MORNING MELODY.
- 7.30-7.45. WEATHER REPORT.
- 7.45-8.00. TIME SIGNAL.

## FACTS ABOUT THE FLY

## Bill Dorward Meets The Stars

The BBC producer and writer Nesta Pain has made a name for herself with her programmes on scientific subjects in which she manages to put over in an amusing and informative way facts that could otherwise be boring to the not-particularly-scientific listener. Examples of her work in the past were the features on the spider and the ant, and this time she's turned her attention to the fly.

As listeners to Radio Hongkong on Tuesday at 9 p.m. will learn many creatures called flies are not in fact true members of the fly family, but as the life story and habits of some of these are included in her programme the writer has chosen to give it the title "Flies So-called."

One of the outstanding features of these programmes in the past has been the incidental music, which for this particular one was written by Antony Hopkins.

## You've Asked For It

This week the trio of broadcasters, who go out each week to meet the people and record their likes and dislikes, are mixed up in the world of entertainment. Bill Dorward will be meeting the stars of one of Hongkong's leading film companies, Allan Stevenson will bring to the microphone the man working behind the scenes to bring you radio programmes into your homes, and Bruce McEwan will visit the Stage Club where work is in progress to talk to the amateur actors and actresses who put on so many fine productions during the theatre season.

## The Concert Hall

Wednesday night at nine o'clock sees the return to Radio Hongkong of the young pianist, Ruby Walker. Miss Woo, who studied the piano under one of the leading teachers at the National Conservatory of Music in Shanghai

—Lazareff, last broadcast over Radio Hongkong in 1955. Since then she has been studying at the Music School of Boston University, where her teacher was the well-known pianist and music critic, the Christian Science Monitor, Julius Weiffers. She obtained her M.A. there last year. Miss Woo returned to Hongkong last month and in this her first broadcast from the Concert Hall she is chosen to play "Gaspard de la Nuit" by Ravel.

## This week

Tonight's edition of this news magazine which is presented each Saturday week at 10 p.m. includes an interview with visiting pressman John Morley, a talk with Chief Scout Lord Rowallan, a discussion from London on broadcasting in schools, an interview with the Director General Designate of the BBC, news of a BEA merger with Greek airlines, a despatch about the Queen's illness and many items of local and foreign interest.

## Shakespeare

To meet people the name of the radio and television comedian, Frankie Howard, suggests anything but Shakespeare. Comedy, yes; but not Shakespearean comedy. So it may come as a surprise to learn that the recently took the part of Bottom the Weaver in "A Midsummer Night's Dream" at the Old Vic Theatre in London.

Radio Hongkong listeners on Monday night at 8.15 will hear Mr Howard in the second Shakespearean part of his career: the play this time is "The Two Gentlemen of Verona" and the



Frankie Howard, a comedian well-known to British television and radio audiences. On Monday night at 8.15 he stars with Perilla Neilson in the second Shakespearean role of his career: as Launce, servant to Proteus, in "The Two Gentlemen of Verona." (See "Shakespeare")

## Colonisation

The last of the present series of talks "The Story of Colonisation" is given by the well-known Indian historian and former Ambassador to China, Sir K. M. Panikkar. He discusses the struggle between the different cultures of the conqueror and the conquered which has followed almost every conquest in history, the mingling of national characteristics and the gradual assimilation of the conqueror by the original inhabitants.

## Cricket

The fourth Test continues between England and India at Old Trafford, Manchester, today, Monday and Tuesday.

At 11.30 p.m. on these days Radio Hongkong will be broadcasting commentaries and summaries of play by Rex Alton, John Arlott and Pearson Surin. This means that the station will remain on the air until the commentary and at approximately five minutes to midnight.

## Friday

7.00 a.m. TIME SIGNAL.

7.15-7.30. MORNING MELODY.

7.30-7.45. WEATHER REPORT.

7.45-8.00. TIME SIGNAL.

8.00-8.15. THE NEWS.

8.15-8.30. FROM DRIVING.

8.30-8.45. WEATHER REPORT.

8.45-9.00. TIME SIGNAL.

9.00-9.15. THE NEWS.

9.15-9.30. COMMENTARY.

9.30-9.45. THIS WEEK.

9.45-10.00. LADY IN A FOG.

10.00-10.15. WEATHER REPORT.

10.15-10.30. TIME SIGNAL.

10.30-10.45. HOME NEWS FROM BRITAIN.

10.45-11.00. CRICKET.

11.00-11.15. CLOSE DOWN.

## Thursday

7.00 a.m. TIME SIGNAL.

7.15-7.30. MORNING MELODY.

7.30-7.45. WEATHER REPORT.

7.45-8.00. TIME SIGNAL.

8.00-8.15. THE NEWS.

8.15-8.30. FROM DRIVING.

8.30-8.45. WEATHER REPORT.

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7.30-7.45. WEATHER REPORT.

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8.30-8.45. WEATHER REPORT.

8.45-9.00. TIME SIGNAL.

9.00-9.15. THE NEWS.

9.15-9.30. COMMENTARY.

9.30-9.45. THIS WEEK.

9.45-10.00. LADY IN A FOG.

10.00-10.15. WEATHER REPORT.

10.15-10.30. TIME SIGNAL.

10.30-10.45. HOME NEWS FROM BRITAIN.

10.45-11.00. CRICKET.

11.00-11.15. CLOSE DOWN.

## Monday

7.00 a.m. TIME SIGNAL.

7.15-7.30. MORNING MELODY.

7.30-7.45. WEATHER REPORT.

7.45-8.00. TIME SIGNAL.

## BBC Overseas Shortwave Programmes

(On 25.750 Mc/s. 11.655m; and 21.550 Mc/s. 13.92m)

## SATURDAY, JULY 25

7.30 p.m. Kenneth Horne (solo) that nothing is beyond him.

8.00-8.15. THE NEWS.

8.15-8.30. FROM DRIVING.

8.30-8.45. WEATHER REPORT.

8.45-9.00. TIME SIGNAL.

9.00-9.15. THE NEWS.

9.15-9.30. COMMENTARY.

9.30-9.45. THIS WEEK.

9.45-10.00. LADY IN A FOG.

10.00-10.15. WEATHER REPORT.

10.15-10.30. TIME SIGNAL.

10.30-10.45. HOME NEWS FROM BRITAIN.

10.45-11.00. CRICKET.

11.00-11.15. CLOSE DOWN.

## SUNDAY, JULY 26

7.30 p.m. SUNDAY SERVICE. From the Church of St. Martin-in-the-Fields, London, conducted by the Rev. Canon Williams.

8.00-8.15. THE NEWS.

8.15-8.30. FROM DRIVING.

8.30-8.45. WEATHER REPORT.

8.45-9.00. TIME SIGNAL.

9.00-9.15. THE NEWS.

9.15-9.30. COMMENTARY.

9.30-9.45. THIS WEEK.

9.45-10.00. LADY IN A FOG.

10.00-10.15. WEATHER REPORT.

10.15-10.30. TIME SIGNAL.

10.30-10.45. HOME NEWS FROM BRITAIN.

10.45-11.00. CRICKET.

11.00-11.15. CLOSE DOWN.

## MONDAY, JULY 27

7.30 p.m. TWENTY QUESTIONS. Anson Winn, Joy Adamson, Jack Truett and Richard Dimbleby ask all the questions and Gilbert Harding knows some of the answers.

8.00-8.15. THE NEWS.

8.15-8.30. FROM DRIVING.

8.30-8.45. WEATHER REPORT.

8.45-9.00. TIME SIGNAL.

9.00-9.15. THE NEWS.

9.15-9.30. COMMENTARY.

9.30-9.45. THIS WEEK.

9.45-10.00. LADY IN A FOG.

10.00-10.15. WEATHER REPORT.

10.15-10.30. TIME SIGNAL.

10.30-10.45. HOME NEWS FROM BRITAIN.

10.45-11.00. CRICKET.

11.00-11.15. CLOSE DOWN.

## TUESDAY, JULY 28

7.30 p.m. TWENTY QUESTIONS. Anson Winn, Joy Adamson, Jack Truett and Richard Dimbleby ask all the questions and Gilbert Harding knows some of the answers.

8.00-8.15. THE NEWS.

8.15-8.30. FROM DRIVING.

8.30-8.45. WEATHER REPORT.

8.45-9.00. TIME SIGNAL.

9.00-9.15. THE NEWS.

9.15-9.30. COMMENTARY.

9.30-9.45. THIS WEEK.

9.45-10.00. LADY IN A FOG.

10.00-10.15. WEATHER REPORT.

10.15-10.30. TIME SIGNAL.

10.30-10.45. HOME NEWS FROM BRITAIN.

10.45-11.00. CRICKET.

11.00-11.15. CLOSE DOWN.

## WEDNESDAY, JULY 29

7.30 p.m. TWENTY QUESTIONS. Anson Winn, Joy Adamson, Jack Truett and Richard Dimbleby ask all the questions and Gilbert Harding knows some of the answers.

8.00-8.15. THE NEWS.

8.15-8.30. FROM DRIVING.

8.30-8.45. WEATHER REPORT.

8.45-9.00. TIME SIGNAL.

9.00-9.15. THE NEWS.

9.15-9.30. COMMENTARY.

9.30-9.45. THIS WEEK.

9.45-10.00. LADY IN A FOG.

10.00-10.15. WEATHER REPORT.

10.15-10.30. TIME SIGNAL.

10.30-10.45. HOME NEWS FROM BRITAIN.

10.45-11.00. CRICKET.

11.00-11.15. CLOSE DOWN.

## THURSDAY, JULY 30

7.30 p.m. TWENTY QUESTIONS. Anson Winn, Joy Adamson, Jack Truett and Richard Dimbleby ask all the questions and Gilbert Harding knows some of the answers.

8.00-8.15. THE NEWS.

8.15-8.30. FROM DRIVING.

8.30-8.45. WEATHER REPORT.

8.45-9.00. TIME SIGNAL.

9.00-9.15. THE NEWS.

9.15-9.30. COMMENTARY.

9.30-9.45. THIS WEEK.

9.45-10.00. LADY IN A FOG.

10.00-10.15. WEATHER REPORT.

10.15-10.30. TIME SIGNAL.

10.30-10.45. HOME NEWS FROM BRITAIN.

10.45-11.00. CRICKET.

11.00-11.15. CLOSE DOWN.

## FRIDAY, JULY 31

7.30 p.m. TWENTY QUESTIONS. Anson Winn, Joy Adamson, Jack Truett and Richard Dimbleby ask all the questions and Gilbert Harding knows some of the answers.

8.00-8.15. THE NEWS.

8.15-8.30. FROM DRIVING.

8.30-8.45. WEATHER REPORT.

8.45-9.00. TIME SIGNAL.

9.00-9.15. THE NEWS.

9.15-9.30. COMMENTARY.

9.30-9.45. THIS WEEK.

9.45-10.00. LADY IN A FOG.

10.00-10.15. WEATHER REPORT.

10.15-10.30. TIME SIGNAL.

10.30-10.45. HOME NEWS FROM BRITAIN.

10.45-11.00. CRICKET.

11.00-11.15. CLOSE DOWN.

## SATURDAY, JULY 25

7.30 p.m. TWENTY QUESTIONS. Anson Winn, Joy Adamson, Jack Truett and Richard Dimbleby ask all the questions and Gilbert Harding knows some of the answers.

8.00-8.15. THE NEWS.

8.15-8.30. FROM DRIVING.

8.30-8.45. WEATHER REPORT.

8.45-9.00. TIME SIGNAL.

9.00-9.15. THE NEWS.

9.15-9.30. COMMENTARY.

9.30-9.45. THIS WEEK.

9.45-10.00. LADY IN A FOG.

10.00-10.15. WEATHER REPORT.

10.15-10.30. TIME SIGNAL.

10.30-10.45. HOME NEWS FROM BRITAIN.

10.45-11.00. CRICKET.

11.00-11.15. CLOSE DOWN.

## SUNDAY, JULY 26

7.30 p.m. TWENTY QUESTIONS. Anson Winn, Joy Adamson, Jack Truett and Richard Dimbleby ask all the questions and Gilbert Harding knows some of the answers.

8.00-8.15. THE NEWS.

8.15-8.30. FROM DRIVING.

8.30-8.45. WEATHER REPORT.

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10.45-11.00. CRICKET.

11.00-11.15. CLOSE DOWN.

## MONDAY, JULY 27

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10.00-10.15. WEATHER REPORT.

10.15-10.30. TIME SIGNAL.

10.30-10.45. HOME NEWS FROM BRITAIN.

10.45-11.00. CRICKET.

11.00-11.15. CLOSE DOWN.

## TUESDAY, JULY 28

7.30 p.m. TWENTY QUESTIONS. Anson Winn, Joy Adamson, Jack Truett and Richard Dimbleby ask all the questions and Gilbert Harding knows some of the answers.

8.00-8.15. THE NEWS.

8.15-8.30. FROM DRIVING.

8.30-8.45. WEATHER REPORT.

8.45-9.00. TIME SIGNAL.

9.00-9.15. THE NEWS.

9.15-9.30. COMMENTARY.

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9.45-10.00. LADY IN A FOG.

10.00-10.15. WEATHER REPORT.

10.15-10.30. TIME SIGNAL.

10.30-10.45. HOME NEWS FROM BRITAIN.

10.45-11.00. CRICKET.

11.00-11.15. CLOSE DOWN.

## CLASSICAL FAVOURITES

★ ★ ★

- SCHUBERT: "Unfinished" Symphony. The Philharmonia Orchestra conducted by Guido Cantelli.
- BRAMMES: Concerto No. 1 in D minor for piano and orchestra. The Philharmonia Orchestra conducted by Rafael Kubelick with Solomon, pianist.
- SCHUBERT: Concerto in A minor. The Philharmonia Orchestra conducted by Herbert von Karajan with Walter Gieseking, pianist.
- BEETHOVEN: Symphony No. 1 in major. Vienna Philharmonia Orchestra conducted by Wilhelm Furtwangler.
- BEETHOVEN: "Leonore" Overture No. 2. Vienna Philharmonia Orchestra conducted by Wilhelm Furtwangler.
- BEETHOVEN: Symphony No. 6 "The Pastoral". Berlin Philharmonia Orchestra conducted by Andre Cluytens.
- CHABRIER: Symphony in D minor. N.B.C. Symphony Orchestra conducted by Guido Cantelli.
- TCHAIKOVSKI: Symphony No. 4. The Philharmonia Orchestra conducted by Constantin Silvestri.
- RIMSKY-KORSAKOV: Scheherazade. The Royal Philharmonia Orchestra conducted by Sir Thomas Beecham, Bart. Cill.
- RICHARD STRAUSS: "The Eulenspiegel" and "Don Juan". Vienna Philharmonia Orchestra conducted by Wilhelm Furtwangler.
- BURMEISTER: Concerto for violin and orchestra. Philharmonia Orchestra conducted by Sir Malcolm Sargent with Paul Tortelier, violin.
- BEETHOVEN: Concerto in E minor. The Royal Philharmonia Orchestra conducted by Sir Thomas Beecham, Bart. Cill.
- J.S. BACH: Suites for solo violin. Suite No. 1 in G major and Suite No. 2 in D minor. Pablo Casals, solo violin.
- BEETHOVEN: 32 variations in minor, 18 variations in A major. On a Russian Theme, a variation in major and 22 in D major, Opus 96. Gyorgy Cziffra, piano.
- LISTZ: Four Hungarian Rhapsodies — (Nos. 2, 6, 12, 15). Gyorgy Cziffra, piano.
- 17 SONGS OF SPANISH FOLKLORE. Victoria de los Angeles with Realita Tarrago, guitarist.

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# Weekend League Lawn Bowls

TODAY'S GAMES NOT LIKELY TO PRODUCE ANY CHANGES IN TOP-OF-THE-TABLE POSITIONS

By ROBERT TAY

Today's Colony lawn bowls league programme will not in all likelihood produce any substantial changes in the respective positions of the contending teams for the championship honours of all the three divisions of the league.

In the first division games, league-leading Indian Recreation Club "A" will be guests of Filipino Club at the Kowloon Green Club, and although the Filipino bowlers have established themselves as the most improved team in this division, the chances of their upsetting the Indians must be considered rather remote.

A 4-1 if not a 5-0 result in favour of the Indians is indicated here, but the Indians may do well to bear in mind that the Filipino twelve are a team of very plucky bowlers and have among them at least two match-winning players in skips Tommy Castillo and Cesar Coelho.

Although they will start as heavy favourites in this game, the Indians cannot afford to relax or take it easy as the Filipinos are fully capable of giving them a close fight if not of winning.

Second-placed Kowloon Dock Club will be featured in the other main match of the first division when they take on Kowloon Bowling Green Club also at the Austin Road venue. Eleven points behind the Indians with one game in hand, the dockmen, who are the only remaining challengers to the Indians, cannot afford to lose this game and must win by at least a 4-1 margin to maintain their challenge.

The KBGC twelve will be slightly weakened this afternoon by the absence of G. Leslie but are as usual an unpredictable team as far as form is concerned.

This was fully in evidence again recently when after defeating Recreation "A" by 4-1, they went down to Talkoo Club by 3-2 to give Talkoo their first win of the season.

On the whole, the Kowloon Dock twelve play a more consistent brand of bowls and are a much better balanced team. Unless the Bowling Club come off with one of their rare top forms the odds for a 4-1 win are strongly in favour of the dock side.

In the other first division matches Recreation "A" may prove too strong for Talkoo Club and Kowloon Cricket Club who will

entertain Craigengower Cricket Club will have to fight very hard to salvage one point from this game.

IRC "B", who seem destined to be relegated into the second division next season, will be at home to Recreation "B" and despite the fact that they put up a very good fight against the same opponents in the first encounter, it does not seem likely that they can take more than one point from this match.

## Main Highlight

Main highlight of the second division games will be provided by the clash at Happy Valley between league-leading Hongkong Football Club and the fast-improving second-placed USRC (twelve, N. Hart-Baker's four have so far played the major part in USRC's triumphs, and although this combination can hold their own against any HKFC four this afternoon, I doubt very much if the other two USRC fours are capable of standing up to the superior all-round strength of the other HKFC fours.

The footballers are good for a 4-1 if not a 5-0 win here to almost assure themselves of the second division title.

The third division games see league-leading Hongkong Electric Club take on Craigengower Cricket Club at the Valley. Four points appear to be well in the bag for the HKFC team to boost their total to 37.

The best match in this division, however, will be that between second-placed Stanley Club and third-placed Indian Recreation Club at Stanley.

Although the Stanley Club will start with a tremendous advantage in playing at home, I feel that the Indians can offset this with their slightly superior bowling ability and regain their second place in the league table with four points from this match.

## World Title Fight Off?

By DAVID JACK

Now that September 22 has been settled for the return world heavyweight title fight between Ingemar Johansson and Floyd Patterson, I can let you into a secret. This scrap, expected to draw a million-dollar gate, may not happen!

I am told from America that Patterson is suffering from constant earaches and dizzy spells, a legacy, no doubt, of the hammering he took when Johnson relieved him of the title.

So serious is this condition that the glamorous Mrs Patterson wants him to quit the fight game.

So it looks like a tug of war between Mrs P. and the promoter. If Patterson does fight, you can be sure that money talks... and the missus has lost her fight.

## LONDON-PARIS RACE WINNER



The Blériot anniversary contest for the fastest time between London and Paris concluded on Thursday with Squadron Leader Charles Maughan of the Royal Air Force as the winner of the £5,000 first prize.

The Air Force officer set his record time of 40 minutes 44 seconds on Wednesday.

Photo shows Squadron Leader Maughan flanked by two motorcyclists who helped him in the attempt, on his arrival at the Marble Arch checkpoint in Paris during his record trip. — Central Press Photo.

## NOTHING BUT THE TRUTH

Ingemar Johansson, the man who flattened Floyd Patterson in the space of two and a half rounds, answers some blunt questions put to him in Sweden.

Did you always want to be a boxer?

I have always aimed at it. Where you ever afraid of it hurting?

The whole idea is not to get hurt, but I don't mind pain, it's that's what you mean. And my policy is to get out of this business in one whole piece.

What gave you your first interest in boxing?

Watching fights when I was a kid, I guess. How much do you consider you have made out of boxing?

About 2 1/2 million Swedish kronor, including the New York match. As I've been in the ring as a professional for a total of six hours and seven minutes my wage has been something like \$25,000 an hour in British currency.

If you had your time over again, what would you choose to be?

Have Everything

I'd be a boxer once more, but I'd begin sooner, with proper training. What would have become of me if there hadn't been any boxing? I shake in my shoes at the mere thought. I have got it all—money, a good position in life, even education. I have, in fact, become a new man.

Did it ever worry you that your face would be disfigured? I don't care much about my face. It's what's behind it that counts, and I mean to look after that.

What do you think of K. the ring?

To get the other fellow down. Do you have to work up a hate against your opponent?

Never. To me boxing is a science. You can't keep your brain cool if you hate.

How long would Floyd Patterson have lasted had he not given you that "bad look"?

Two and a half rounds.

Have you ever been married?

Once before.

Have you any children?

Two daughters. The oldest is nine and they live in Gothenburg.

When do you plan to marry your fiancée, Birgit?

We're not engaged yet. Does she worry about you when you fight?

Never.

When in your view, was the world's greatest boxer?

Marciano was a good chap.

What is the secret of your "killer" right-hand punch—muscle or timing?

I don't know. It always seems to be there at the right time. It's automatic—perhaps you might call it a reflex. I improve it with practice. In training I try to make it so fast they will never see it coming.

When did you first become aware of its power?

In my first real match, when I was 16 I floored a boxer many years my senior.

Do you think boxing is a civilized way of making a living?

Certainly, if you give up in time.

Have you ever lost a fight?

When I was an amateur. But never as a professional.

What is your score to date?

Twenty-two matches won.

In the 1955 Olympics heavyweight final you were thrown out of the ring for not trying—what happened?

Inexperienced

I was only 19, inexperienced, still not hardened. My opponent was bigger and taller and, like me, a counter-puncher. When he stepped forward, I stepped back. I waited for him to lead and he waited for me. The referee might just as easily have thrown him out instead.

Do you have any other business interests?

I have a road contracting business with caterpillars, tractors and other dirt-shifting equipment. I also run a tawler called "Ingo."

Do you have expensive tastes?

No, I am very frugal in all things.

Where do you live?

In Gothenburg. Just now I'm building a villa outside the town.

It will have all the modern conveniences including a gym.

When do you intend to retire?

When Gösta Carlsson, my doctor, tells me to. I will say one thing, however: the day I feel that I am going down and the brain is no longer tip-top then I lay off definitely. I shall not go one match too many.

Is there any heavyweight today whom you think might take your title?

Anybody's welcome to try.

Do you watch films of your fights?

Ashamed

For the past three years I have had all my matches filmed. When I see some of them I feel ashamed. Why did I deliver my right so wrongly?

Why didn't I take another step forward?

Do you study films of your opponents' fights?

Generally I am rather afraid of seeing films of prospective opponents. One might work out some special punches to meet them and then they could surprise you with something quite a different style.

One only gets to know one's opponent in the ring. It's there that one must work out one's tactics.

Do you take part in any other sports?

Yes, lawn tennis, golf and bowling—and soon I hope to pass my test for a pilot's licence.

Do you smoke or drink?

Neither.

Would you like your own to be a boxer?

It depends on the sort of right he'd have.

Have you any secret fear?

I don't want to be punched drunk when I retire.

Are you really as cool a character as you appear?

They all say so, and is there anything really worth worrying about?

## HENRY LONGHURST on GOLF COSTLY TOYS

The first practical and determined effort to introduce into England the electric "buggies" so popular on American golf courses has been made by the Newmarket firm of caravan and boat builders who promoted the Sprite tournament at Selsdon Park.

Two professionals, Harry Weetman and Henry Cotton, are also concerned.

The buggies were not used in the tournament itself, but interested parties were able to take sample joy rides round the paths in the hotel garden.

The present model is not claimed to be perfect—its two pedals are at the moment rather clumsily arranged—but it will carry two people and their clubs for 30 holes before recharging.

### 'Buggy Stable'

My own principal experience of these contrivances, which I hope will be repeated on a neighbouring course in the Callington desert next November, was at the Ryder Cup match four years ago at the Thunderbird Club. Here they had a vast "buggy stable" housing more than 200, with two men in white overall employed permanently to look after them and put them on charge at night. Most were privately owned, though a few were on hire, and some were incredibly elaborate affairs with tasseled awnings like howdahs.

Though the course was almost flat, nearly all the members used them and a local rule, which I have often quoted, declared that "a player on foot has no standing on the course."

Another rule compelled them to take out ruddies as well and these marched ahead with the putters, held the flag, and fetched the buggies from the rough and took them round to the next tee.

I played a round on one and found it both amusing and insidious. The members also used them for calling on each other and for driving home, and Bing Crosby, it was said, was constantly getting stuck through lack of current halfway up the hill to his bungalow.

### Controversy

The buggy in England will arouse much controversy and a good deal of automatic opposition, mostly on the general ground of "what is the game coming to?" Many clubs will doubtless ban it outright on account of possible damage to the course. The practice in America is to drive only in the rough—which at most country clubs is cut short, since it interferes with the members' play—but on many heather and bracken courses this might be impracticable. Though one buggy leaves little or no mark, the fact that even hand-pulled trolleys have now formed regular tracks indicates that buggies in the mass would certainly do so.

Still, there is much to be said on the other side. The very cost—£200 and decreasing possibly with time—would restrict the numbers and should encourage the use of the golfers as a species of "hobby horse" rather than of their legs. To hire one would probably cost about £3 a day; in other words, no more than caddies for two people.

### Impressive Aspect

For many an older player, for the middle aged threatened with the fashionable "heart" and for the semi-disabled possession of a buggy would bring a new lease of golfing life and it would be a charitable committee indeed that barred its use. In such cases, though it would not be unreasonable to do so in competitions.

I do not think the argument that it would speed up the game will hold water, for it would be tedious for the foot-slogging "gone through" by the motorised few, while if the motorists

keep their place there is naturally no speeding up.

One aspect of the buggy, and perhaps its most impressive, seems never to have been mentioned, namely its use as a vehicle for watching golf. I watched the Ryder Cup from a frisky little single seater and never had such a time in my life, scooting across to see a couple of drives here, nipping back for a touch and a shot there, and generally seeing perhaps six times as much of the match as would be possible for the most energetic enthusiast on foot.

Though I personally cannot envisage the day when buggies will be as thick on the ground here as in America, those who dismiss them out of hand may remember that it is not so many years ago that Lord Brabazon pulled the first trolley down the first hole at St Andrews and was widely ridiculed for his pains.

Now every course in the land is infested with these flimsy, ludicrous and undoubtedly time-wasting devices. The time may yet come when we ride round the links in expensive toys—and then, I suppose, walk to work to get some exercise.



London Express Service.

## SPORTS QUIZ

1. What sport do you associate with the Schneider Trophy?
2. Where does an albatross beat an eagle?
3. What is an opee?
4. Which sport was once called "Sphairistikoi"?
5. Who is the new world bantamweight champion?
6. How many men have won the World Championship of motor-racing? And what are their names?
7. Which international race between men and women has been won for the past two years by Grete Andersen?
8. Which was the first country to win (a) the Canada Cup, (b) the World Soccer Cup, (c) the Davis Cup?
9. Which world heavyweight boxing champion won the title on a foul?
10. What is the difference between the off-side rule in hockey and in soccer?

(Answers on page 17)

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# SATURDAY SPORTS SPOT

Some Basic Talent And Lots Of Hard Work Are The Ingredients Of Champions

Says I. M. MacTAVISH

(Writing from Sydney)

The language of sport is indeed universal. No matter where one travels there is always a common meeting ground when sportsmen get together.

I have already found this to be so in many parts of the world. Now I know it is as true of Sydney as it is of London, Glasgow, Singapore, Tokyo.....or Hongkong.

Since arriving in this great city last Friday week I have had a wonderful opportunity to meet some fine Australian sportsmen and to see some of the country's ordinary exponents, in several different activities, performing. Only a fool would seek to pass judgment on the strength of a casual look at any country's sport. . . . but similarly only a fool, or a very inexperienced observer, could fail to sense the surging enthusiasm for sport which exists in Australia today.

I stood at a street corner the other day and watched an electric news sign, high on the top of a building, blaring out the latest happenings of the world at

large. As this modern teleprinter in lights unfolded its stories great crowd of ordinary people watched as I did. Not for them, however, was interest centred in the affairs of state or government, or in the daily important international deliberations of the day. They wanted to know how Australia was progressing in the Davis Cup match in Mexico . . . and how ace driver Jack Brabham was faring in the British Grand Prix.

## An Eye-Opener

As each item of sports news was released it brought a cheer or a groan from the watchers according to its

favourability or otherwise to Australia and it was an eye-opener to be a spectator at this scene of nationally-minded sportsmen who take their sport very seriously indeed.

In the more practical sense I have had an opportunity of seeing some of the present activities in Sydney. In a few appointment-packed days I have managed to see a First Division soccer match, a wrestling programme, a game of round Sydney's famous harbour and under its equally famous bridge in a speedboat . . . and watched some professional boxing.

I have also enjoyed the privilege of talking sport with some of the men behind the progressive and ambitious plans which are making the modern Australians into a race of international greats. . . . Into a race in fact of international conquerors. Their attitude to sport is simple enough but it just bubbles with a burning enthusiasm to make this a country of champions. I said their attitude is simple and I must explain why I say so.

Let me quote the coach at a tennis club which I visited in the suburbs of Sydney.

"Sport today has reached the pitch where few individuals can reach world status on their own. The big names in every game and in every sporting pursuit have achieved their present position because they had basic ability and a desire to have that ability moulded along the right lines by expert coaches.

## Example The Guide

"Here in Australia we have managed to make progress in swimming, athletics and tennis because we have instilled a spirit of determination into the youth of the country. The youngsters have now had the chance to see what can be done internationally by ordinary players or performers like themselves. . . . provided they are willing to dedicate every moment of their spare time to hard work.

"The youth of Australia knows how our champions of today reached the top. They know that because people like me never stop telling them. Example is a great guide and if every youngster who picks up a tennis racket sees himself as a future Lew Hoad, or every schoolboy runner imagined he is burning up the track like Herb Elliott, or every swimmer is a Henricks or even every batsman is a Bradman then Australia will go on making the world headlines just as it did the other day when Jack Brabham has put himself in the position of favourite for the World Driving Championship by winning the British Grand Prix.

"Success for their country is the finest encouragement youth can have."

Manager Biddles and trainer Charley Fox were also among those who accompanied Bassey to Los Angeles where he flew via New York, on Tuesday for this vitally important fight in which he and Moore each get 30 p.c. of the gate, TV, radio, and film fees. It could amount to £20,000 apiece.

## Help To Fighters

This return with Moore, negro son of a Springfield, Ohio, pastor, will be held in the newly opened Los Angeles Sports Arena, which seats 22,000 and is believed to be the largest indoor boxing stadium in the world.

It has exactly twice the capacity of Wembley's indoor pool.

The mushroom-shaped arena is air-conditioned (a help to the fighters in Los Angeles's summer heat) and every seat is cushioned, up-up type.

It shares a car park (with space for 30,000 cars) with the adjoining 100,000-capacity Memorial Coliseum, site of the 1932 Olympic Games, where the Floyd Patterson-Ingemar Johansson return bout may be staged, according to U.S. reports recently.

## AN EX-CHAMPION'S GENEROSITY



HOGAN BASSEY

Bassey Pays £600 For Friend To Be At The Big Fight

By HARRY CARPENTER

WHEN Nigerian featherweight Hogan Kid Bassey flew out from Liverpool to Los Angeles last Tuesday for his world title fight with America's Davey Moore he was accompanied by the man who befriended him when he first stepped on these shores seven years ago.

Bassey is paying between £600 and £700 out of his own pocket so that Israel Boyle, a Nigerian welterweight now working in the Liverpool docks, can be at his side on August 19, when Bassey attempts to regain the crown that Moore took from him last March.

This great-hearted gesture, so typical of the generous little ex-champion, is in return for Boyle's coaching and companionship over the years.

## Looked After Me

Boyle, nearing 40, was one of the first Nigerians to come here in the great post-war invasion of British rings by Commonwealth fighters.

He had a successful career and in 1952 twice beat the then up-and-coming Bristol youngster, Terry Ratcliffe.

Bassey told me: "Israel met me off the boat when I landed in Liverpool in 1952. Looked after me, shared digs with me, helped me with my boxing, and has been like a father to me ever since."

What Bassey didn't tell me, but which his manager George Biddles confirms, is that Boyle has been on the Bassey pay-roll ever since Bassey became Empire champion in 1955.

## SPORTING SAM

by Reg. Wootton



London Express Service.

did I hear him express any disapproval: always he coaxed the pupil to 'try doing it this way' and never was he reluctant to offer a word of praise when he felt it was justified.

## Ambition

That is one side of the picture. On the other side are the youngsters themselves. They are sparked with a real feeling of ambition and I watched one teenage girl tucked away in a corner with a racket and ball playing the same stroke over and over again. I was at the club for the best part of an hour and I did not see her do anything else. She practised and rested; practised and rested and then practised some more.

I asked the coach about her and he told me that she had been a strong favourite to win a recent junior competition but had failed badly due to a weakness in her backhand. He said he had advised her to stop competitive tennis for a bit and get 'into the alley' with a racket and a ball until she had overcome her weakness.

"She is slowly but steadily improving," said the coach, "and I really admire her perseverance. She hates being out of the picture and she has had to bury a lot of her pride to do what she is doing right now, but one day she will probably be a star. She has the right approach to the job in hand."

## The Key?

That is the sort of enthusiasm one finds in many places and it would be a great pity if Hongkong sport if we could find some way to kindle a like sense of endeavour in the younger members of our community.

Maybe a remark made to me by another sporting official supplies the key to the whole situation. As we watched some youngsters being coached in rugby on a piece of open common this comment was made: "It is becoming more and more difficult to win a championship in Australia. Only the most talented workers have any real hope of major success."

Maybe winning championships in Hongkong is too easy and in consequence the title of 'Champion' has lost its glamour and its appeal.

To switch now to a sport which has not grown up, so to speak, from the localised endeavours of Australians under the guidance of Australians let me mention briefly something about the football match I saw on Saturday.

It was a vital First Division game between APIA and Auburn and each side had the services of a former British internationalist. Joe Morrison, the old Preston North End skipper, performed a similar service for

APIA from the centre-half berth while Len Quastel, who has delighted Huddersfield and Fulham supporters for many years, captained the Auburn side from the inside-left position.

The APIA line-up is an ever-vigilant mixture of British and mid-European stars who have moved to Australia in recent years and just after this game it was announced that APIA had finalised negotiations for the Egyptian National centre-forward who was flying from Cairo to Sydney to take part in their vital top-of-the-League match next weekend.

## A Thriller

Auburn was made up of "British-type" players and they were well coached and prompted by Quastel who scored one brilliant goal.

The game, played on a bumpy pitch, was a thriller with all the excitement and hot-blooded trimmings of continental football fully in evidence.

The crowd was the noisiest I have heard in years. It was also the most demonstrative. There was one fracas between rival spectators in the area surrounding the pitch and later there was a minor war when an APIA star was up-ended near the Auburn goal line by the visiting defender opposed to him. The home spectators were on the field in a flash and the battle raged for a short time until the police made a very neat job of restoring tranquillity.

The score fluctuated as first one side and then the other got on top and, as though to provide the ideal climax, APIA scored the winning goal with what was in fact the last kick of the game. They won 5-4.

It was exciting stuff alright but considering the big names involved the standard was astonishingly low.

Maybe the poor playing surface had something to do with it, or maybe it was the rather small pitch, but Australia will not become a world power in soccer with this sort of stuff.

## What Refereeing!

Nevertheless there is tremendous potential in the game. The top clubs, who enjoy considerable financial backing, are not afraid to go after overseas stars and one official gave it to me his opinion that in another five years Australia will be well able to hold her own with all but the elite of the game. In a representative sense of course.

One interesting point worth noting is that although Chinese play a very important part in many Australian sporting activities there is only one Chinese player in First Division football in this part of the country. He is Johnny Wong who plays out-side-left for North Side United.

## Answers To Sports Quiz

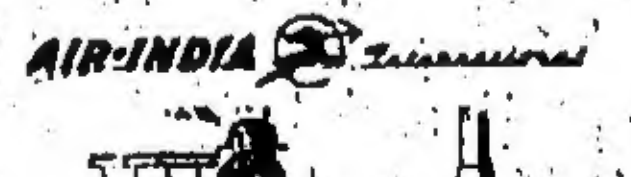
1. Aeroplane racing.
2. In golf. An albatross is three under par; an eagle is two under par.
3. A sword used in fencing.
4. Lawn Tennis.
5. Joe Baccara of Mexico.
6. Four: Giuseppe Farina, Alberto Ascari, Juan Fangio, Mike Hawthorn.
7. The International Cross-Channel Swimming Race—from France to England.
8. (a) Argentina, (b) Uruguay, (c) United States.
9. Max Schmeling. When he beat Jack Sharkey in the 4th round in New York in 1930.
10. In hockey there must be three players, including the goalkeeper, between the goal line and the player receiving the pass; in soccer there need be only two including the goalkeeper.

## Sports Diary

TODAY

- Bowls  
1st Division: Baccara "A" v TC, "B" v Baccara "B", KCC v CC, KCC v KCC, FC v KCC "A".  
2nd Division: PRC "A" v KCC, PRC "B" v KCC, CC v KCCPSA, KCC v USBC.  
3rd Division: CC v KCC, FC v KCC, KCC v KCC, KCC v TC.  
Ladies' 1st Division: KCC v CC "A", TC v PRC, KCC v CC "B".  
Ladies' 2nd Division: TC v Baccara, PRC v KCC, KCC v USBC.  
Swimming  
KCC annual swimming gala, Dockyard Pool.

## THE GAMBOLS . . . by Barry Appleby



"But when in JAPAN, do as the Japanese do."

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# CHINA MAIL

Page 18

SATURDAY, JULY 25, 1959.

Another **Sheaffers** ACHIEVEMENT  
The popular pencil  
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AVAILABLE NOW AT ALL LEADING STORES

## INDIA IN BAD POSITION

### Suggested Team For West Indies

London, July 24.  
The MCC today announced the names of 29 players who have been asked whether they will be available to tour the West Indies during the coming winter.  
The selection committee met last night to choose the first list of names from whom the eventual 15 or 16 will come. The 29 asked are:  
David Allen (Gloucestershire), Keith Andrew (Northamptonshire), Trevor Bailey (Essex), Ken Barrington (Surrey), Tom Cartwright (Warwickshire), Brian Close (Yorkshire), Colin Cowdrey (Kent), Ted Dexter (Sussex), Geoffrey Evans (Kent), Tom Greenough (Lancashire), Ray Illingworth (Yorkshire), Peter Loader (Surrey), Tony Lock (Surrey), Peter May (Surrey), Arthur Milton (Gloucestershire), John Murray (Middlesex), Alan Moss (Middlesex), Gilbert Parkhouse (Gloucestershire), Geoff Pullar (Lancashire), Harold Rhodes (Derbyshire), Peter Richardson (Kent), David Sneyd (Kent), Mike Smith (Warwickshire), Brian Statham (Lancashire), Haman Subba Row (Northamptonshire), Roy Swetman (Surrey), Ken Taylor (Yorkshire), Freddie Trueman (Yorkshire).  
The only player who has appeared for England this season not in the list is Martin Horton, the Worcestershire all-rounder who was in the first two tests against India.

**OMITTED**  
Others with reasonable claims who have been omitted are John Edrich (Surrey), Tom Graveney (Gloucestershire), Maurice Hillman (Kent), and Jim Peter Richardson, the former Worcestershire and England opening batsman now with Kent has played very little first class cricket this season but he is obviously still in the minds of the selectors. They have to find probably three opening batsmen and apart from Pullar the positions are still very much open. Milton and Taylor departed after the first two tests against India are also named. Presumably Roy Swetman the current choice will be one of the wicket-keepers. The other place goes to either Evans, Murray or Andrew. Bailey, Loader and Lock, former England stars who have not played for England this series, are still in the running. The final choice for the tour will probably be made on August 23 or 25. This is just after the fifth Test against India at the Oval.—A.P.P.

### Follow-On Almost Certain

Manchester, July 24.  
The fourth Test at Manchester has followed the pattern of the first three and at the end of the second day England having reached a total of 490, look certain to compel India to follow on tomorrow.

The touring team have lost six wickets for only 127 runs and standing 303 runs behind want another 214 to make England bat again.  
The India bowlers were well and truly mastered and a record total would have been possible but during the lunch interval Colin Cowdrey must have given the order that he wanted 500 as quickly as possible.  
The remaining England batsmen proceeded to hit freely and in the next hour the last six wickets went down for the addition of 73.

**No Doubt**  
If there were any doubts about the class of Mike Smith after his consistently brilliant batting this season, the latest century, his fifth in successive matches, must have removed them.  
Smith almost certainly convinced the selectors that he is now one of the best cricketers in the country.  
The two Indian opening bowlers, Ramu Desai and Surendranath, gave Smith and Ken Barrington a testing half hour first thing when England added only 15 but as soon as Subhash Gupte entered the attack Smith showed his full range of strokes, helping himself to 14 in one over.

**Anchored**  
Dexter handicapped himself by keeping his right foot anchored inside the crease while stretching forward and often he preferred to use his pads instead of his bat.  
Curiously enough Dexter fell immediately after lunch when Surendranath took the new ball. But Barrington drove and swept with tremendous power, getting his last 34 runs in six overs off the new ball, until attempting a violent hook at a short ball he was leg before.  
So Barrington still awaits his maiden 100 in his four innings for England this summer which have brought him the following scores: 59, 90, 80 and 87. He made his 87 in three hours and besides two sixes he hit 11 fours.  
The biggest disappointment for the northern crowd of 13,000 was the failure of Freddie Trueman who was bowled middle stump by the only ball he received.  
India owed much to Surendranath for another wholehearted bowling effort. It was a

great feat to send down nearly fifty overs in almost exhausting heat. In his final fling he snatched three wickets for 28 and finished with five victims at a cost of 115.  
India, having spent a day and a half in the field, faced a difficult task for they wanted 341 to prevent a follow-on. Their highest total in six innings was their first at Trent Bridge, 206.

The difference between the two attacks was evident. In Trueman and Harold Rhodes England possessed two men of genuine pace and Rhodes, although bowling into the breeze looked quicker and more awkward to play than the Yorkshireman.  
Cowdrey sets the "umbrella field" for both these pace men and a fine catch on the leg trap by Smith disposed of Roy, leaving England a first wicket at 23.

**Crisis**  
Consequently Balg, the 26-year-old Oxford Blue, began his first innings in a crisis. Looking serenely composed, he soon ran into double figures with three leg stances at the expense of Rhodes. The left-handed Centurion, too, presented a sturdy defence, but a careless stroke brought about his downfall, in the first over after tea.  
He flicked a harmless looking ball from Rhodes and Roy Swetman gathered the catch on the legside. The England bowlers remained on top. Trueman surprised Delta Godward, the tourists' captain, with a break-back that the batsman never attempted to play and Balg left in Illingworth's first over to a fine slip catch by Cowdrey.

Cowdrey wisely used his bowlers in short relays. He switched Rhodes to Trueman's end and the Derbyshire man produced a ball similar to the one that Trueman had beaten Gawkwad with, and this time, Polly Umrigar, played back, lost his balls when a forward stroke might have smothered the break.  
England took only an hour and a half to capture half the Indian wickets for 78 but two young players, Borde and the left-handed Bapu Nadkarni checked the collapse.

**First Wicket**  
The two batsmen put on 48 before Barrington claimed his first wicket in Test cricket by piercing Nadkarni's defence. With Dexter falling in length the England attack was flustered. There was no excuse for India's failure on an ideal pitch for batting. On this form England may well win tomorrow, once again with two days to spare.—A.P.P.

### A Promising Young Pianist

By ERNST GOTTSCHALK

There was evidence of earnest endeavour in the pianoforte playing of Miss Sothie Duraisamy, for she proved herself quite able and musical yesterday afternoon at Paramount Ballroom in a programme which included a sonata by Beethoven and Schumann and compositions by Debussy and Poulenc.  
Her fingers were inclined to play over the surface both here and there. In Beethoven's "Pathétique" as well as in Liszt's third Concert Study, one would have wished for a more sturdy tone and personal approach. In fact there was no convincing that her general technical equipment was not of the strongest.  
But there were many sympathetic musical gestures in her phrasing, especially in the difficult G minor sonata by Schumann and in the prelude by Debussy, where she also had mostly the right feeling for the appropriate tempo. That could, however, not be said of the adagio of the "Pathétique" which she played rather like an evasive, thus missing much of the emotional content of that famous movement.

**SOME PROMISE**  
As a whole, her playing of the modern French composers aroused rather more interest than that of the German classics and romantics. That went in particular for the "Suite Napoli" by Poulenc in which she concluded her recital, giving some promise for her future career as a concert pianist.  
A sympathetic young Ceylonese article, who is reading in Malaya, received the friendly applause of a not too numerous audience.

### 'Cinderella' Quest By Colony Radio Man

Popular Hongkong announcer, Nick Kendall, left Hongkong this morning for a short visit to the United States with an unusual bag load of clothes.  
Inside were three cheongsams. They will be given away on television programmes in the States to the girl who fits them best.  
Mr. Kendall, who is a member of the staff of the new Hongkong commercial broadcasting station will be taking messages of goodwill to the Chinese language radio stations of San Francisco.  
"The idea is — Who is the Cinderella who fits the cheongsam?" said Mr. Kendall.  
"These dresses are made to the measurements of well-known Chinese film stars with slight alterations for European figures."  
"The object of this is to focus attention on Hongkong and the forthcoming Pacific Festival in San Francisco in September."

### Surrey And Warwick Fail To Gain Points

London, July 24.

Surrey and Warwickshire, the top two teams in the English county cricket championship table, both failed to salvage even one point from their matches which ended today.

Warwickshire were heavily defeated by Glamorgan at Nene. Such a result did not seem possible when the last day's play began but Warwickshire in their second innings after Glamorgan had declared with a one run lead.  
They were tumbled out for 61. Glamorgan's medium pace bowler, Don Shepherd, returning the remarkable analysis of 12 overs, seven maidens, nine runs, five wickets.

Left to get 61 to win Glamorgan hit off the runs in 47 minutes to win by nine wickets.  
Surrey drew their away game against Northamptonshire after being in danger of defeat at one stage. The champions, 123 behind on first innings, were 130 for six in their second but a succession of plucky innings by talented batsmen averted the crisis.—Reuter.

### REDIFFUSION

H. K. T. Morning Medley: 11.30, Seamus Forster; 12.30, News; 1.30, P.M. Composer Cavalcade; 1.30, Weather, News and Special Announcements; 1.30, Lunchtime Music; 2.30, Saturday Requests—Ron Ross; 3.30, Yearning; 4.30, Official Detective—Eugene; 5.30, Songs of the Prairie; 6.30, Rhythm Parade; 7.30, United Nations—Vance; 8.30, Melody; 9.30, The Stars—Dick; 10.30, Hayman; 11.30, Forest; 12.30, Jazz; 1.30, Down-Jack; 2.30, The Stars—Dick; 3.30, News; 4.30, Weather; 5.30, News and Special Announcements; 5.30, Lunchtime Music; 6.30, Saturday Requests—Ron Ross; 7.30, Yearning; 8.30, Official Detective—Eugene; 9.30, Songs of the Prairie; 10.30, Rhythm Parade; 11.30, United Nations—Vance; 12.30, Melody; 1.30, The Stars—Dick; 2.30, Hayman; 3.30, Forest; 4.30, Jazz; 5.30, Down-Jack; 6.30, The Stars—Dick; 7.30, News; 8.30, Weather; 9.30, News and Special Announcements; 9.30, Lunchtime Music; 10.30, Saturday Requests—Ron Ross; 11.30, Yearning; 12.30, Official Detective—Eugene; 1.30, Songs of the Prairie; 2.30, Rhythm Parade; 3.30, United Nations—Vance; 4.30, Melody; 5.30, The Stars—Dick; 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